

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

**WEDNESDAY 14TH FEBRUARY 2024
COUNCIL CHAMBER,
CIVIC CENTRE,
DUKE STREET,
CHELMSFORD CITY COUNCIL
COMMENCING AT 1.30PM**

AGENDA

1. Welcome by Chairman of the Sub Committee.
2. Apologies for absence.
3. Matters arising.
4. Minutes of the Sub Committee Meeting held on 14 December 2023
5. Consider representations against proposed TRO relating to Lambourne Grove, Maldon
6. Consider representations against proposed TRO relating to London Road, Maldon.
7. Consider representations against proposed TRO relating to St Giles Crescent, Maldon.
8. Consider representations against proposed TRO relating to Milton Road, Maldon.
9. Consider representations against proposed TRO relating to Dorset Road, Viking Road and Cumberland Avenue, Maldon.
10. Consider representations against proposed TRO relating to Station Road, Queens Road and Albert Road, Burnham-on-Crouch
11. Any other business.

MINUTES
of the
SOUTH ESSEX PARKING PARTNERSHIP
TRAFFIC REGULATION ORDERS SUB-COMMITTEE
held on 14 December 2023 at 3.15pm

Members present:

Councillor Lauren Shaw – Essex County Council
Councillor Carole Morris – Basildon Borough Council
Councillor Vilma Wilson – Rochford District Council

Officers present:

Nick Binder – Chelmsford City Council
Heather Binns – Chelmsford City Council
William Butcher – Chelmsford City Council
Dan Sharma-Bird – Chelmsford City Council

1. Welcome by Chairman of the Sub Committee

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

2. Apologies for Absence

There were no apologies for absence.

3. Matters Arising and minutes of meeting on 1st November 2023

There were no matters arising from the last meeting and the minutes of the meeting on 1st November 2023 were agreed and signed as a correct record.

4. THE ESSEX COUNTY COUNCIL (ROCHFORD DISTRICT)

(PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ONSTREET PARKING PLACES) (CIVIL ENFORCEMENT AREA)

(AMENDMENT No.11) ORDER 202*

Relating to Woodlands Avenue, Woodlands Close and Daws Heath Road, Rayleigh

The Sub-Committee considered representations on the above Order which proposed the introduction a Permit Parking Area Monday to Friday 10-11am and 2-3pm, with Double Yellow Lines on the junctions, bend, turning head of Woodlands Avenue and all of Woodlands Close. During the consultations 19 objections were received and 15 comments were received in support, concerns included not enough spaces for residents and visitors, negative impacts on property values and the proposals being too severe.

The Sub-Committee heard from local residents who expressed concern at the scale of the scheme and the issues it would cause for families living on the street and their visitors. They acknowledged that the permit zones were required but felt that the extent of the double yellow lines was excessive and would lead to problems.

The Sub-Committee considered whether they could replace the extensive double yellow lines with a residents permit zone, but received legal advice that as this had not been consulted on it would not be possible. Therefore, the Sub-Committee decided that the scheme should be withdrawn and redesigned, to incorporate those comments and concerns and be prioritised by officers.

AGREED that THE ESSEX COUNTY COUNCIL (ROCHFORD DISTRICT)

(PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ONSTREET PARKING PLACES) (CIVIL ENFORCEMENT AREA)

(AMENDMENT No.11) ORDER 202* insofar as it relates to Woodlands Avenue, Woodlands Close and Daws Heath Road, Rayleigh be withdrawn in its entirety.

(3.16pm to 3.47pm)

5. THE ESSEX COUNTY COUNCIL (ROCHFORD DISTRICT)

(PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ONSTREET PARKING PLACES) (CIVIL ENFORCEMENT AREA)

(AMENDMENT No.11) ORDER 202*

Relating to Castle Drive, Rayleigh

The Sub-Committee considered representations on the above Order which proposed the introduction of a limited waiting bay on Castle Drive, to provide some short stay parking for local amenities without majorly increasing the likelihood of commuter parking. It was noted that this would be for 15 metres, with operation times of Monday to Saturday 8am-

6pm, 2 hours (parking), no return in 2 hours. The Sub-Committee heard that the application had been received from local businesses who felt the current restrictions were impacting their business.

Two representations had been made, one in support and one against. The Sub-Committee felt the proposal was logical and would improve the amenities of the area by allowing some short stay parking for customers of the local businesses.

AGREED that THE ESSEX COUNTY COUNCIL (BASILDON BOROUGH)
(PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ONSTREET
PARKING PLACES) (CIVIL ENFORCEMENT AREA)
(AMENDMENT No.11) ORDER 202* insofar as it relates to Castle Drive, Rayleigh, be
made as advertised and those who made representations be advised accordingly.

(3.50pm to 3.53pm)

6. Any other business

There were no items of urgent business.

The meeting closed at 3.53pm

Chair

SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE
14TH FEBRUARY 2024 - 1.30PM
AGENDA ITEM 5

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

Options
 The Joint Committee has the following options available:

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

Recommendation(s)

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

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

1.	Background
<p>1.1</p> <p>1.2</p> <p>1.3</p> <p>1.4</p> <p>1.5</p> <p>1.6</p>	<p>The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:</p> <p>In 2021, a request was submitted for 'No Waiting at Any Time' restrictions and a 24/7 Resident Permit Scheme in Lambourne Grove, Maldon. This application was supported by Councillor Mark Heard, Ward of Maldon West. This application was previously considered by SEPP in 2017/2018 whereby the request was declined. However, the applicant asked for the original request to be reassessed. Alongside the original application there were 35 supporting signatures from residential properties along the road. The applicant stated that vehicles park on the bend of Lambourne Grove, causing vehicles to drive onto the wrong side of the road to pass them. It is felt by the applicant that there is inadequate visibility to perform this manoeuvre, especially for larger vehicles.</p> <p>During the site visits conducted by SEPP Technicians, several vehicles were observed parking on Lambourne Grove at the location in question. Due to the road layout, the boundary walls of properties and objects in the grass verge, sightlines of oncoming traffic are obscured when overtaking parked vehicles. As most properties on Lambourne Grove have some form off street parking, it is unlikely that these belong to residents of the road, but rather residents of Fambridge Road. It should be noted these would not be classed as 'non-residents' as they live within the vicinity. Therefore, as this is not local worker or commuter parking, and there is still parking available in Lambourne Grove, it does not meet the SEPP Policy criteria for a Permit Scheme.</p> <p>Following the assessment, it was decided by the Lead Officer and SEPP Joint Committee Member that the request should be declined. However, following further complaints from residents regarding Waste Collection, additional site visits were conducted. It was noted that when vehicles park on the bend, access could be difficult for large vehicles. It was therefore agreed that SEPP Technicians would design some parking scheme options for Lambourne Grove to improve access and sightlines on the bend. SEPP technicians presented 4 options to the Lead Officer and SEPP Joint Committee Member for consideration.</p> <p>After discussions, it was agreed that SEPP would proceed with the option to introduce 'No Waiting at Any Time' restrictions on both sides of Lambourne Grove up and including to the north-eastern arm junction, except for several metres to allow some parking on the south side ('the Proposal'). The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</p> <p>Furthermore, the request for funding was agreed in May 2023 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £3,000. This cost would be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.</p>
2.	Relevant excerpts from SEPP Policy (Version 6 December 2020)

<p>2.1</p> <p>2.2</p>	<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>
<p>3</p>	<p>Traffic Regulation Order</p>
<p>3.1</p>	<p>The proposed Order was published in the Maldon and Burnham Standard on 29 June 2023. Additionally, public notices were erected on the affected parts of Lambourne Grove. A number of properties in the affected area were also written to informing them of ‘the Proposal’. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry</p>
<p>3.2</p>	<p>When the Order was published on 29 June 2023, a 21-day period of formal public consultation commenced.</p>
<p>4</p>	<p>Comments</p>
<p>4.1</p> <p>4.2</p> <p>4.3</p>	<p>During the consultation 13 objections were received. Nine comments were received in support.</p> <p>Some of the concerns raised included:</p> <ul style="list-style-type: none"> • The removal of parking areas will cause difficulties for residents of Fambridge Road wanting to park. • Implementing ‘the Proposal’ will displace vehicles, causing possible issues on Fambridge Road (PR2 Route) or further along Lambourne Grove. • ‘The Proposal’ does not go far enough to restrict parking. <p>The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
<p>5</p>	<p>Conclusion</p>
<p>5.1</p>	<p>Some correspondents have made several points which lead them to believe ‘the Proposal’ should not be pursued in whole or part. However, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend proposed Order be made as advertised.</p>

List of Appendices

Appendix 1 – List of people making representations

Appendix 2 – Summary of objections or support and Technicians comments

Appendix 3 – Photos

APPENDIX 1

Ref.	List of people making representations	Type
1	Email from resident of Lambourne Grove dated 29/06/2023	Support
2	Emails from resident of Fambridge Road dated 29/06/2023	Objection
3	Online Submission from resident of Lambourne Grove dated 08/07/2023	Support
4	Email from road user dated 09/07/2023	Support
5	Online Submission from resident of Lambourne Grove dated 10/07/2023	Support
6	Emails from resident of Lambourne Grove dated 12/07/2023 – 24/07/2023	Support
7	Email from resident of Lambourne Grove dated 14/07/2023	Objection
8	Emails from residents of Lambourne Grove dated 15/07/2023 – 17/07/2023	Support
9	Emails from resident of Lambourne Grove dated 17/07/2023	Support
10	Email from resident of Lambourne Grove dated 17/07/2023	Objection
11	Letter from residents of Lambourne Grove dated 09/07/2023	Objection
12	Letter and email from resident of Lambourne Grove dated 17/07/2023 – 24/07/2023	Objection
13	Email from residents of Fambridge Road dated 17/07/2023	Objection
14	Emails from resident of Lambourne Grove 20/07/2023 – 24/07/2023	Objection
15	Emails from residents of Lambourne Grove dated 20/07/2023 – 25/07/2023	Objection
16	Email from road user dated 20/07/2023	Support
17	Email from resident of Lambourne Grove dated 20/07/2023	Objection
18	Email from resident of Lambourne Grove dated 20/07/2023	Objection
19	Email from resident of Lambourne Grove dated 20/07/2023	Support
20	Email from resident of Fambridge Road dated 20/07/2023	Objection
21	Email from resident of Fambridge Road dated 20/07/2023	Objection
22	Email from resident of Lambourne Grove dated 24/07/2023	Objection

APPENDIX 2

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

Representations & responses relating to Lambourne Grove, Maldon		
Ref	Representation -	Technician response -
1	<p>With regard to the parking restrictions proposed for Lambourne Grove we would like it noted that we support the proposal. It is very dangerous with vans and cars parked along the proposed site as you have to drive on the wrong side of the road to get pass and it is very hard to see cars etc coming the other way. There is often a DPD van parked on the left hand as you come into Lambourne Grove from Frambridge Road which makes it difficult to see if it is safe to drive into Lambourne Grove. It is just an accident waiting to happen.</p>	<p>Support noted.</p>
2	<p>Email 1</p> <p>While I sympathise with the residents about parking on this road I do however feel a complete restriction on parking here is not reasonable for the people who live on Fambridge road and surrounding roads who don't have sufficient driveway space for multiple cars and have no choice but to park there cars here on a evening time where it is close to the kerb and has more then enough room for other vehicles to travel pass with no problem to maintain sight lines. I feel a full no waiting at any time restriction is unreasonable for people like me who work 12-14 hours a day and when back late evening time are just looking for somewhere to park until the next morning when again I will be gone and at work before it would even affect anyone on the road.</p> <p>I believe a compromise to a lesser restriction for the local residents on Fambridge road is more then reasonable enough because otherwise with a few of the residents having to park on Fambridge road it means other cars from the households won't be able to move off the driveways and will result into cars being</p>	<p>Objection Noted</p> <p>During the site visits conducted by SEPP Technicians, when vehicles park on the bend, access could be difficult for large vehicles.</p> <p>It is acknowledged that the introduction of further restrictions on Lambourne Grove would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p>

	<p>more prone damage parking on a main road like that.</p> <p>I hope to hear back from someone so maybe we could discuss further admendments to these restrictions where it could be beneficial to everyone where there wouldn't be any issues for anyone and everyone could park without any issues due to housing arrangements.</p> <p>Email 2</p> <p>Furthermore to my email regarding parking here are a couple of attached photos showing my reasoning for a review on the parking restrictions.</p> <p>With my vehicle parked here late evening kept tight to the kerb with plenty of room to see round the vehicle and not in any obstruction I don't see how these parking restrictions are going to benefit anyone for the likes of myself who just use this in late evening times to park my car.</p> <p>Otherwise with restrictions on lambourne grove resulting into more people having to park there cars on Fambridge road like these it will cause more congestion on this road with other road users struggling to get round cars, people struggling to get off there driveways which will result into people's cars getting damaged.</p>	<p>Images included in Appendix 3</p> <p>When the SEPP Sub Committee meet, they will decide if 'the Proposal' is to be implemented as advertised, reduced, or withdrawn.</p>
3	<p>We support the proposal, No waiting at any time restrictions on lambourne grove</p>	<p>Support noted.</p>
4	<p>Please take this as a formal response to the formal consultation regarding proposed parking restrictions in Lambourne Grove Maldon.</p> <p>I am in full support of the proposed restrictions for Lambourne Grove.</p>	<p>Support noted.</p>

5	We support the proposal for parking restrictions	Support noted.
6	<p>Email 1 I would like to comment on the proposed parking restrictions for Lambourne Grove, Maldon.</p> <p>I am a resident of Lambourne Grove and have found the existing situation extremely dangerous and inconvenient.</p> <p>There are often many cars and vans parked on the bend at the end of Lambourne Grove that means that one has to drive on the wrong side of the road on a blind bend when exiting the road. There have been many cases where refuse trucks and other delivery vehicles were unable to access the road as vehicles parked on the bend were preventing passage past them. If a refuse truck cannot pass, neither can a fire appliance or ambulance.</p> <p>The proposed scheme should improve the situation, but I feel it does not really solve the current problem.</p> <p>I don't understand the reason for leaving a gap in the double yellow lines on the south side of Lambourne Grove close to the junction with Fambridge Road. This will still allow vehicles to park causing anyone entering Fambridge Road from the south to have to drive on the wrong side of the road on a blind bend.</p> <p>I believe that the proposed scheme will only move the problem further into Lambourne Grove. This will still make it difficult to safely drive around the bend and will also make the turn to exit my drive much tighter if vehicles are parked there. I would much prefer the parking restrictions to be the whole length of Lambourne Grove.</p> <p>Email 2 Further to your email below.</p>	<p>Support noted.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p>

	<p>Please don't take my comments as a rejection of the proposal. The proposed restrictions would be an improvement on the existing situation and I support the plan. However, I do feel that further improvement is required to fully resolve the problem.</p>	
<p>7</p>	<p>I refer to your letter of 26th June 2023 addressed to 'Resident, [REDACTED] Lambourne Grove'. The Resident, [REDACTED] has given me a copy of the letter, to which I would like to make the following observations.</p> <p>I note that you are proposing to extend the current double yellow line scheme and for it to include a greater length of Lambourne Grove. This would certainly be an improvement on the current road markings in that it would stop traffic parking on the very dangerous bend at the Fambridge Road end of Lambourne Grove. I do think though, that this would only have the effect of pushing the problem further into Lambourne Grove, where the road is still quite narrow, and if vehicles were to be parked on one side it would make it difficult or impossible for refuse vehicles to be able to pass them or be able to turn round.</p> <p>I am of the opinion that the best solution would be to install uninterrupted double yellow lines along both sides of the whole length of Lambourne Grove. This would prohibit parking and allow refuse vehicles and other large vehicles to be able to negotiate safely and would also overcome the present problem of negotiating the dangerous bend 'blind' which is the case at present when vehicles are parked around the bend.</p> <p>Making the whole of Lambourne Grove double yellow lined, would not be too much of a problem for residents as every house in the road has a double garage and room in front of each garage to park another vehicle.</p> <p>The problem of parking in Lambourne Grove has been with us for some years now and it is not caused by its residents. It has</p>	<p>Objection noted as representee did not confirm full support of 'the Proposal'.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p>

	<p>been observed by many of us that the parked vehicles are from drivers who live on the far side of Fambridge Road and it is they who have caused the problem. I understand also that one of these people is indeed a Maldon District Councillor and if that is correct it is someone who should know better than to park in such a dangerous place.</p> <p>I ask that you give my views due consideration and that whatever the final decision is reached, that it will alleviate the parking problem in Lambourne grove and will be implemented quickly.</p>	
<p>8</p>	<p>Email 1 Although we support the introduction of the above parking restriction due to access issues we are of the opinion that the proposal perhaps does not go far enough. It would simply push the problem further up into Lambourne Grove.</p> <p>Whilst the SEPP proposal would remove vehicles from driving on the wrong side of the road around a blind corner, an accident waiting to happen, it does not fully remove the potential for restricted access further into Lambourne Grove for refuse collections, ambulances, fire and rescue etc. The road width is the same all the way along until it reaches the hammer head at the top end.</p> <p>Email 2 Thank you for your reply. We just wanted to make sure you understand that we 100% support the SEPP scheme as published and that you note our response as such.</p>	<p>Support noted.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p>
<p>9</p>	<p>Email 1 I am responding to the above parking proposal as a resident of Lambourne Grove.</p> <p>The issue of parking by non-residents near the junction with Fambridge Road has been a problem over several years.</p>	<p>Support noted.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</p> <p>It should be noted that the Highway is intended for the purposes of</p>

<p>Parking in the entrance to the road and further along on the blind bends regularly causes access difficulties for delivery lorries, refuse vehicles and emergency service vehicles. Also, because of the parked vehicles on the bend, other vehicles have to drive on the wrong side of a blind bend risking collision with oncoming vehicles and injury to adults and children on bicycles.</p> <p>To the extent that the proposed scheme addresses these issues I support the proposal.</p> <p>However, I have reservations about the limited nature of the proposals. Experience shows that when parking is not available on the bend, the parking moves further along Lambourne Grove, creating the same access issues for large vehicles and emergency vehicles going further into the close, and makes it difficult for residents and visitors to turn into or exit their drive-ways. To address this, parking restrictions need to be extended for the whole length of the road, or at least a further 16 metres on the northwest and southeast sides of the road, even if only for limited hours to deter long term daytime and overnight parking.</p> <p>I also note that there is a proposed parking space(s) immediately on the left hand side of the entrance near Fambridge Road. Parking here is already a traffic hazard for vehicles entering and leaving Lambourne Grove, and there really seems little necessity for those spaces at all.</p> <p>Subject to these reservations I support the proposals.</p> <p>Email 2 You may take my reply as full agreement to the scheme as advertised. I am reassured my other comments have been noted and will be discussed in due course.</p>	<p>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. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p>
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<p>10</p>	<p>In response to the document issued by yourselves with the above reference, I would like to draw your attention to why has it taken since August 2017 to put forward a suggestion to address the serious situation caused by the parking of non-resident vehicles parking in Lambourne Grove, causing a danger to residents exiting and entering the road from Fambridge Road. This has been an ongoing situation since the changing demographics of the residents in Fambridge road and other nearby roads, whose properties are devoid of garages, and particularly with families and households responsible for up to four vehicles who choose to park their vehicles in Lambourne Grove.</p> <p>Attached is the initial request in August 2017 for some form of parking restrictions to address what was primarily a safety issue caused by non resident vehicles being parked on the bend in the road causing a dangerous blind spot for resident vehicles exiting and entering Lambourne Grove which is a no through road. Since the initial request a further issue was highlighted where refuse lorries and other delivery lorries could not make bin collections or deliveries to residents as no access was possible due to the parked vehicles. (see attached copies of emails sent to Nick Binder)</p> <p>The current proposal by the authorities will to some extent address the safety issue where it provides a better line of sight for residents. However limiting the restriction to the point intended potentially pushes the problem beyond the proposed double yellow lines, and therefore the Refuse Collection, delivery lorries and emergency vehicles will still be unable to pass beyond vehicles parked in the unrestricted length of the road.</p> <p>The proposed restriction is inadequate as vehicles parked beyond the length of the restriction, would make it extremely difficult for some residents to exit their driveways.</p>	<p>Objection noted.</p> <p>Section 1 of this report details the background of 'the Proposal'.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p>
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	<p>If you were to proceed with what is proposed it would result in the authorities having to revisit the issue again in the future for the same reason of refuse or emergency vehicles being unable to pass parked vehicles., resulting in additional expense to the council.</p> <p>My proposal would be to have either Double yellow lines for the complete length of Lambourne Grove, or alternatively a 'Time Based' restriction in conjunction with a limited length of double yellow lines.</p> <p>I would like you to be aware that the 'Safety' aspect of the issue is still paramount as it is still a frequent occurrence where residents have to take evasive action to avoid a head on collision along the length of the 'Blind Spot' caused by the layout of the road.</p> <p>Please read the attached email to Nick Binder regards some potential options to consider to address the situation, dated August 2022</p> <p>I have included a link below to the residents initial request for Parking Restrictions in Lambourne Grove made in August 2017.</p>	
<p>11</p>	<p>We refer to your letter of the 26th June 2023 in respect of the above proposals.</p> <p>We must strongly object to the proposal as it stands, as it will simply move the parking problem further into Lambourne Grove.</p> <p>The people who park do not live in this road and are extremely inconsiderate. If the yellow lines are placed as proposed, these parkers will move further into Lambourne Grove along the short straight section of road which is narrow and barely leaves room for cars to pass, let alone, lorries, refuse vehicles, fire engines and ambulances. They will also move into the turning area at the end of the road. Parking in this area makes it</p>	<p>Objection noted.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p>

	<p>difficult for the many delivery lorries and refuse vehicles to turn around.</p> <p>Our property is situated to the south of the turning area and there is no pavement, so our front lawn runs straight to the edge of the road, with the services to our house and some others under soft ground adjacent the road.</p> <p>We have already experienced lorries driving over our lawn to turn around and on one occasion a refuse lorry almost hit the corner of our house which is only one meter from the road .</p> <p>This turning area is for turning not parking, so as you see the effects of your proposal would impact us in a very bad way.</p> <p>We could only support parking restrictions to the whole of Lambourne Grove or none at all.</p>	<p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p>
12	<p>I am submitting my comments about the proposal to introduce “No waiting at any time” restrictions (Double yellow lines) on Lambourne Grove Maldon</p> <p>For a long time now we the residents have had to put up with refuge lorries turning around and not taking away our rubbish due to vans/cars parking there vehicles in Lambourne Grove. The bags then get ripped open by foxes, cats etc causing a health issue with rats and vermin.</p> <p>The people parking their vehicles do not even live in Lambourne Grove, the width of the road is very small meaning if vehicles are parked on the road side then it is impossible for larger vehicles to gain access, these larger vehicles that cannot gain entry could be a refuge vehicle, or an Emergency Vehicle I have looked at your proposal to add double yellow lines.</p> <p>You have left a large space for maybe two vehicles to park outside No 1 Lambourne Grove. This is a major hazard, when you drive in/out of Lambourne Grove there is a bend and many a time as these spaces are being used you can sometimes come head on with another vehicle, very dangerous and an accident waiting to happen. In your proposal letter sent to all</p>	<p>Objection noted.</p> <p>During the site visits conducted by SEPP Technicians, when vehicles park on the bend, access could be difficult for large vehicles.</p> <p>The purpose of ‘the Proposal’ is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>According to Department of Transport Manual for Streets, page 79 figure 7.1, a carriageway width of 4.8metres minimum is advisable in order for wide vehicles to freely pass standard cars.</p> <p>It is acknowledged that displacement of vehicles may occur, however</p>

	<p>residents In Lambourne Grove you clearly say “ The purpose of this proposal is to improve sight lines and better facilitate the passage of traffic for all road users” Clearly if this part of the road is not double yellow lined then it is not.</p> <p>Your proposal is to stop the double yellow lines just passed the bend, there is a long stretch of road about 25 meters long after the bend and your proposal does not include double yellow lines which is ridiculous. By not double yellow lining all of Lambourne Grove you are just allowing people who do not live in Lambourne Grove to park their vehicles further down the road causing a problem for the rate paying residents. By not double yellow lining this part of Lambourne Grove will still stop a refuge vehicle/ emergency vehicles from gaining entry to the higher numbers in Lambourne Grove.</p> <p>I drive a Vauxhall Vivaro Van and it measures 2meters from wing mirror to wing mirror, this long stretch of road that on your proposal is not double yellow lined measures 4.88 meters wide. If someone parks a van/ lorry or a car on this part of the road then it is not possible for a refuge vehicle or an emergency vehicle to get passed, the road is just not wide enough taking into consideration people park away from the curb</p> <p>By not adding double yellow lines around the entire Lambourne Grove road will only cause more problems for us residents. Please re-consider your proposal.</p>	<p>it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored. It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p>
<p>13</p>	<p>I write with reference to the proposed parking restrictions at the above locations in Maldon.</p> <p>I believe that the main result of the changes will be an increase in drivers using Fambridge Road to park. Fambridge Road is an important thoroughfare used by Emergency Services vehicles which travel at high speed along the road. A significant increase in the volume of parked cars will be hazardous for the drivers of Ambulances & Police cars, Buses etc as well as ordinary car drivers, cyclists and pedestrians, many of whom are young school children. It seems counter-intuitive to take parked cars off quiet side roads and relocate them onto one of</p>	<p>Objection noted.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p> <p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p> <p>There have been no recorded Personal Injury Collisions on Lambourne Grove, Milton Road or the section of Fambridge Road in</p>

	<p>the busiest roads in the town.</p> <p>Part of the rationale for the proposed changes relates to a perceived problem with sightlines in Lambourne/Milton. I have lived in Fambridge Road for 25 years and I am unaware of a single traffic accident in either Lambourne Grove or Milton Road in all that time; there have however been numerous collisions along Fambridge Road, with even stationary vehicles being struck. Ensuring clear sightlines in Fambridge Road would therefore seem to be a more important consideration if avoiding accidents is a priority.</p> <p>I hope you will take account off our objections,</p>	<p>question during the last 3 years (between 03/06/2020 and 02/06/2023).</p> <p>The purpose of ‘the Proposal’ is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p>
<p>14</p>	<p>Email 1</p> <p>I am strongly in favour of the double yellow lines shown on Plan C for Lambourne Grove.</p> <p>Due to vehicles parking on the bend of the road vehicles coming down the road are forced onto the other side of the road on the bend which is very dangerous and on many occasions there has been a near miss of a head on collision, .this has been experienced by residents living in Lambourne Grove who say they have to run the gauntlet when driving up and down the road, These vehicles parking along the bend of the road cause difficulty for large vehicles ie: lorries, dust carts, emergency vehicles, to access the road I understand only very recently again a parked vehicle was asked to move to allow the bin lorry to pass,. Also on many occasions lorries not being able to pass the vehicles on the bend have mounted my garden causing damage to my property. For this reason support Plan C.</p> <p>However, I am disappointed that the double yellow lines are not continuous from the entrance of Lambourne Grove which is allowing parking for two cars here , I feel that vehicles that</p>	<p>Objection noted.</p> <p>The purpose of ‘the Proposal’ is to maintain sight lines and better facilitate the passage of traffic. However, it is also the aim of SEPP to try and balance the needs of all road users.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p>

	<p>now park on the bend will park here which we do experience already but feel that 3 vehicles now will try to squeeze into this space which will overhang our drive and make it dangerous for us exiting onto to the road. Therefore I would like to see the yellow lines continued up past my drive,</p> <p>Email 2 Further to my email this morning I wish to add the following; I have at various times asked the following questions to Mr Binder and local Councillors. Please can you outline the rationale as to why a section of Lambourne Grove at the entrance to the road is not to have yellow lines, given the residents of Lambourne Grove all have adequate parking. I cannot understand the justification.</p> <p>Email 3 Thank you for your Email I wish to object to the proposal</p>	
15	<p>Email 1 I would like to express my concern re the above unless these lines are taken further into the close i.e past No 5. I feel this will only push the dangerous parking situation further into Lambourne Grove – making it difficult and obscuring site line when pulling out of the turning Outside property No 14. People from Fambridge Road will park further in moving the traffic problems further into the road.</p> <p>Email 2 Thank you for your reply. Yes we are objecting to the proposed traffic restrictions as outlined in our previous letter.</p>	<p>Objection noted.</p> <p>The purpose of ‘the Proposal’ is to maintain sight lines and better facilitate the passage of traffic. However, it is also the aim of SEPP to try and balance the needs of all road users.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p>
16	<p>I am writing in support of the proposed parking restriction at the start of Lambourne Grove in Maldon.</p> <p>This is a very dangerous at present if cars and especially Vans</p>	<p>Support noted.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. As with any new parking</p>

	<p>are parked on the corners.</p> <p>I do hope that people do not now park on the grass verge further down the Grove, as it will damage the grass however this is more of an environmental issue and not a safety issue</p> <p>Many thanks for your work</p>	<p>scheme, its effect will be monitored.</p>
17	<p>I am writing to raise my objections to the proposed parking restriction change for Lambourne Grove, Maldon.</p> <p>Your proposed change will only push street parking further up into the grove. When people park in front of our drive it becomes very difficult, if not impossible to get a car out onto the road.</p> <p>I do not believe that the current parking situation presents a problem. In fact, the few parked cars help to slow the traffic making the street safer for pedestrian traffic, bicycles and for us to reverse a car out of our drive. When our children were of primary school age and there was little parking on the street we could not let them play outside our house because cars would speed along the road.</p> <p>If you insist on going ahead with this proposal we ask that the double yellow lines be continued passed number five.</p>	<p>Objection noted.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p> <p>It is acknowledged that parked vehicles can act as a form of traffic calming. Lengths of the road would remain unrestricted which would allow for some vehicles to park.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p>
18	<p>I am writing to raise my objections to your proposed parking restrictions in Lambourne Grove, Maldon.</p> <p>Our family has lived here for [redacted] years. Parking has never been a problem. Not so long ago there were very few cars parking in the Grove so cars used to speed round the blind bend outside number 3 and this caused safety problems for ourselves and our neighbours i.e. crossing the road and/or reversing a car out of our drives safely. The few parked cars that we have now help slow the traffic and make it safer for us</p>	<p>Objection noted.</p> <p>It is acknowledged that parked vehicles can act as a form of traffic calming. Lengths of the road would remain unrestricted which would allow for some vehicles to park.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. As with any new parking scheme, its effect will be monitored.</p>

	<p>to exit our drive. If these parking restrictions are enforced we will again have the problem of speeding cars.</p> <p>I also feel the changes will only push street parking further into Lambourne, therefore only moving the problem further along the street. When people park in front of our drive it becomes very difficult, if not impossible to get a car out onto the road.</p> <p>If you insist on going ahead with this proposal we ask that the double yellow lines be continued past number five to where the road widens.</p>	<p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p>
19	<p>I wanted to give my support for proposal to introduce no waiting time restrictions (double yellow lines) on Lambourne Grove. For many years I have been concerned that it is an accident waiting to happen with poor parking on a blind bend and I dread driving along it. My daughter had driving lessons and her instructor pointed out that it is one of the worst roads for safety reasons. Children also use the route to the local schools and I am surprised that they haven't been knocked off their bikes. Also on several occasions the bin lorries have been unable to access the road so if there was an emergency I am not sure Ambulance or Fire engines would be able to reach us.</p>	<p>Support noted.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic.</p>
20	<p>Good morning, in respect of the above reference, parking restrictions on lambourne grove and Milton Road, as a local resident (Fambridge Road) I strongly object to the proposal, Lambourne grove being a no through road and Milton Road a less busy road than Fambridge Road are surely a better option for local residents to park than clogging the lower end of Fambridge Road which is a busy route through Maldon, police vehicles also use this route from their base at Maldon council offices, often with blue lights on emergency calls, more cars parked at the lower end of Fambridge are only going to cause more problems. The only vehicles using lambourne grove are residents, and while the handful of cars parked there may be an "inconvenience " to them, access is never compromised and individual drive ways never obstructed, placing double yellow</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions on Lambourne Grove would remove parking for road users.</p> <p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</p> <p>It should be noted that the Highway is intended for the purposes of passing and re-passing and that no right of parking exists. Parking</p>

	<p>lines will only lead to more traffic problems on Fambridge Road, with Maldon's ever increasing population where are local residents expected to park if restrictions are added to quiet, safe roads</p>	<p>provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>During the site visits conducted by SEPP Technicians, when vehicles park on the bend, access could be difficult for large vehicles.</p>
21	<p>I'm writing to object to the double yellow lines on Lambourne grove and Milton road.</p> <p>I live on Fambridge road and as recently passed driver it makes me nervous to think about having to park my car on Fambridge road where it gets extremely busy or worse parking it out of sight from my house where it's more likely to be stolen.</p> <p>More importantly, with the Plume school being located at the top of Fambridge road it gets extremely hectic at rush hours and so by removing places to park such as Milton road and Lambourne grove I believe it increases this danger a significant amount due to the increase in parked cars on Fambridge road this will lead to, making it impossible for emergency vehicles like ambulances and police cars to get down when needed to. Also with the school buses and parents dropping children off at the school this will be made a lot more difficult.</p> <p>Therefore I hope that Lambourne grove and Milton road will continue to be options for parking and I hope you can see how important this is for maintaining a safe road for all to use.</p> <p>Thank you for considering my objection</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions on Lambourne Grove would remove parking for road users.</p> <p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>During the site visits conducted by SEPP Technicians, when vehicles park on the bend, access could be difficult for large vehicles.</p>
22	<p>We are residents of Lambourne Grove and we wish to appeal against the change of order for the following reasons.</p> <p>1. By extending the proposed parking restriction zone we believe will just push the current parking issue, caused by the residents on Fambridge Road, further along to the next bend</p>	<p>Objection noted.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. However, if implemented, as with any new parking scheme, its effect would be monitored.</p>

<p>where the road layout is narrower and with a sharper radius and could cause additional danger to drivers and pedestrians alike.</p> <p>The other scenario is that the cars are likely to park on Fambridge Road which could possibly cause issues with safe egress from both Lambourne Grove and Milton Road. The current order in our opinion works well as it discourages drivers from driving too fast along Lambourne Grove.</p>	<p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p>
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APPENDIX 3
Photos

1. Images provided by resident of Fambridge Road (Ref 2)

(Lambourne Grove)



(Fambridge Road)



2. Image taken by SEPP Technician during Site Visits
Lambourne Grove – July 2021



SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

14th FEBRUARY 2024 -1.30PM

AGENDA ITEM 6

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

Options
 The Joint Committee has the following options available:

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

Recommendation(s)

1. The proposed Order should be withdrawn in its entirety.
2. The people making representations be advised accordingly.

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

1.	Background
1.1	The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	In 2021, an application from was received from Councillor Carlie Mayes (previous SEPP Joint Committee Member), requesting 'No Waiting at Any Time' restrictions on London Road, Maldon between Beacon Hill and the Cemetery. It was stated by the applicant that vehicles where visibility is obscured due to the bridge rising over the A414. This occurs especially during school drop off and pick up times.
1.3	During this time, queries were also received from County Councillor Fleming regarding parking on London Road, outside St. Francis Catholic Primary School. It was reported that parents often park in this area and the concern is that the school entrance is only protected by a short length of 'No Waiting at Any Time' restrictions. Therefore, it was agreed with Cllr Mayes to undertake an assessment of the whole of London Road as it seems that parking issues relate directly to the school.
1.4	During the site visits conducted by SEPP Technicians, vehicles were observed parking on the existing restrictions near the school entrance. No obstruction was observed directly in front of the school entrance as signage is placed on the Highway by St. Francis Catholic School to prevent parking. Vehicles were also observed parking in the Bus Stand. No public-school buses were seen using the existing stand. It was felt that parked vehicles near the school do reduce traffic speeds in the area. Records show that the Permit Scheme on London Road is running at maximum capacity.
1.5	Vehicles were also observed parking at London Road between Beacon Hill and the Cemetery. It was observed that blind spots make it difficult to see parked or other traveling vehicles. On all the site visits conducted, vehicles were observed parking on the south side of this section of London Road. Parking on the north side would be preferable as traffic leaving Beacon Hill would not be hindered and it is also it is next to a footpath.
1.6	Consultation with Essex Highways highlighted the introduction of a School Keep Clear marking would not be suitable on London Road near St. Francis Catholic School.
1.7	Following discussions, it was agreed with the SEPP Joint Committee Member and Lead Officer for Maldon to cost a scheme to introduce 'No Waiting at Any Time' on London Road, from Beacon Hill up to Maldon Cemetery, except for a short length on the north side. Additionally, it was agreed that the existing restrictions outside St. Francis Catholic Primary School be amended to increase visibility by removing the Bus Stand and extending 'No Waiting at Any Time' restrictions outside the school entrance ('the Proposal'). The purpose of 'the Proposal' is to help to enforce Rule 243 of the Highway Code, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians entering or exiting vehicles.
1.8	Furthermore, the request for funding was agreed in May 2023 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £6,000. This cost would be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.

2.	Relevant excerpts from SEPP Policy (Version 6 December 2020)
2.1	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.’
2.2	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.’
3	Traffic Regulation Order
3.1	The proposed Order was published in the Maldon and Burnham Standard on 29 June 2023. Additionally, public notices were erected on the affected parts London Road. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry
3.2	When the Order was published on 29 June 2023, a 21-day period of formal public consultation commenced.
4	Comments
4.1	During the consultation 8 objections were received. One comment was received in support.
4.2	Some of the concerns raised included: <ul style="list-style-type: none"> • Lack of facilities for school transport. • The removal of parking areas will cause difficulties for parents/guardians needing to park for the local schools in the vicinity. • Lack of enforcement for restrictions. • Additional Highway measures requested to tackle local issues. • Whether restrictions were required from Beacon Hill to the Maldon Cemetery due to Rule 240 of the Highway Code.
4.3	The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
5	Conclusion

5.1	Some correspondents have made several points which lead them to believe 'the Proposal' should not be pursued in whole or part. Therefore, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that the proposed Order be withdrawn in its entirety. The area would continue to be monitored.
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List of Appendices Appendix 1 – List of people making representations Appendix 2 – Summary of objections or support and Technicians comments Appendix 3 – Photos
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APPENDIX 1

Ref	List of people making representations	Type
1	Email from local resident dated 28/06/2023	Objection
2	Email from local resident dated 28/06/2023	Objection
3	Email from Essex and Suffolk DaRT / Arrow Taxis Essex Ltd / Arrow Group dated 29/06/2023	Objection
4	Email from road user dated 01/07/2023	Objection
5	Emails from road user dated 29/06/2023 – 24/07/2023	Support
6	Email from resident of London Road dated 15/07/2023	Objection
7	Email from Staff Member of St. Francis Catholic Primary School dated 19/07/2023	Objection
8	Email from resident of St Giles Crescent dated 20/07/2023	Objection
9	Email from Staff Member of St. Francis Catholic Primary School dated 25/07/2023	Objection

APPENDIX 2

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

Representations & responses relating to London Road, Maldon		
Ref	Representation -	Technician response -
1	<p>I would like to object to the proposals to introduce further parking restrictions in London Road, Maldon (pasted below for reference). I am a resident of Dykes Chase, a private road off London Road. Residents of Dykes Chase and adjacent private road Lodge Road already suffer considerable problems with parents blocking the road, blocking driveways, damaging the unmade surface, restricting residents' access and parking on corners at school drop off and pick up times. Every afternoon there is a solid line of cars parked on the existing double yellow lines by St Francis School, with parents sitting in cars with their engines running waiting for children to come out of school, causing traffic chaos and pollution.</p> <p>We have two primary schools in the immediate area, both of which serve a large catchment area and many parents have no alternative but to drive to school – the considerate, law abiding parents look for suitable unrestricted areas, such as the stretch beyond the junction with Beacon Hill where they can park without inconveniencing local residents. Introducing more restrictions here will take away the current legal option, making life harder for the parents who are trying to do the right thing, but undoubtedly having no effect on the larger cohort of selfish and dangerous parkers who currently make leaving our homes extremely difficult at school closing time!</p> <p>It is unrealistic to expect busy working parents to always be in a position to walk children to school – making it harder to do a safe, legal drop-off will only cause even more illegal and dangerous parking in the closer areas to the schools that already suffer aggravation. Far better to just enforce the existing restrictions where it is genuinely unsafe to park, but</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	lazy parents do it anyway, rather than make life harder for the ones who are trying to be legal, safe and sensible,	
2	<p>Like many parents of children at St Francis primary school, we do not live close enough to walk to school. We live in Danbury and have no choice but to drive to school. Parking around Hylands Drive and London Road is already extremely restricted and causes major issues for parking at school drop off and pick up times. The situation is already unsafe and the solution needs to be more available parking, not less. There are two primary schools in close proximity and many families live too far away to walk. Please reconsider your proposed parking restrictions as you will create an impossible situation for parents, and will likely cause more unsafe parking by desperate parents who need to drop their children off at school. It is not good enough that parents should have to resort to paying for parking in the town - there is not enough of this parking anyway, and it is far too time consuming for working parents who need to get to work, as well as an unwanted expense in the midst of a cost of living crisis.</p> <p>I hope you will consider creating a safer area of free, available parking around Maldon schools during key times in the school day.</p>	<p>Objection Noted</p> <p>There are no proposed changes on Highlands Drive, Maldon.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
3	<p>While the proposed Order 202 is extremely logical and indeed necessary to reduce the growing traffic congestion and improve safety at many of the points covered, We are concerned that in some way it might work against other factors in what is trying to be achieved, and would ask that this other factor might be considered in the plans, specifically around safeguarding and the schools roads restrictions.</p> <p>In order to achieve real results in climate change, we of course need people to do more walking and cycling, especially in regard to the school journeys. However, this is not always practical or even possible for some families, if they live a way from the school without safe walking route, especially for the younger children, or, as is quite common with some of the</p>	<p>Objection noted.</p> <p>It is outside the remit of the Proposal to include Bus/Taxi/Minibus provisions.</p> <p>It should be noted the pick-up and set down of passengers is permitted on yellow lines.</p> <p>SEPP CEOs may use discretion when dealing with School Transport. However, it is important that drivers park in a sensible and safe manner.</p>

	<p>schools detailed, SEN student's needs have to be accommodated.</p> <p>Essex County Council IPTU have a number of contracts for SEN students, which are often operated by Taxis and Minibuses, which need to stop close to the school in order for the student to be safely supervised onto the school premises. At some of the schools detailed in the proposals, there would now be no facility for this to take place. This might mean, that some Taxis etc, would need to find parking a substantial distance from the school, and walk the children to and from the school, which among other problems including behavioral issue students, would increase Operator and ECC costs for SEN transport.</p> <p>In addition, as part of our mutual drive towards Net Zero (as detailed in our 'Maldon Green' proposals), we have been and are working towards trying to reduce private car movements at school times, by combining students into minibus/DRT runs, which has the potential to reduce car movements by between 10 and 40 movements per day, per minibus. However, the Bus, Taxi or Minibus driver still needs to park sufficiently close to the school, so as to, at least, observe the students entering the school, and in some cases, actually hand over the student in person, to school staff. Without this, many parents would not have the confidence to keep their car at home, and put their children on the Bus/Minibus.</p> <p>As such, I would put forward the suggestion, that where there is no existing Bus/Taxi/Minibus bay at certain schools, such a bay might be provided, or alternatively, an exempt vehicle 'white list' might be used, as in in force in other places, so that Buses, Taxis and minibuses might be occassioned the ability to do their job properly and safely, and help reduce the volume of car movements, in keeping with MDC's and ECC's strategies. We fully support the proposals in all other respects.</p>	
4	While I agree that there is problem parking along St Giles Crescent and London Road this is mainly due to parents	Objection noted.

	<p>dropping their children off at St Francis and All Saints Primary schools so limited to a sort period morning and afternoon.</p> <p>There is also the problem where Cherry Garden residents and residents in the flats at the top of Beacon Hill have no off street parking with many household owning more than one car. This is resulting in more cars parked overnight round the island and at the top of Beacon Hill. The reduction in drop off areas and parking spaces is not the solution as it will just move the problem elsewhere and result in even more reckless parking.</p> <p>A few double yellow lines will not solve the infrastructure problems of the ever growing population with all of the new houses being built. A more creative alternative needs to be found such as a nearby car park or a school park and ride scheme.</p> <p>Yesterday I received details of yet another proposed development for new houses at Maldon Wood which will further increase congestion on these particular roads which I will also be opposing.</p>	<p>The purpose of 'the Proposal' was to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p>It is acknowledged that the introduction of further restrictions would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It should be noted the pick-up and set down of passengers is permitted on yellow lines.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
<p>5</p>	<p>Email 1</p> <p>I have looked carefully as the proposed changes to the roads in and around Highlands Drive, Maldon.</p> <p>I would implore you to look into creating several disabled parking bays on the roads.</p> <p>I have a child that attends All Saints school that has limited mobility. There is just one disabled bay at All Saints in their car park and this is often in use.</p> <p>I often park at the end of Highlands Drive where it meets Spital Road which currently has a parking restriction between 8am and 6pm. This gives my daughter a reasonable amount of safe exercise while managing her condition. To make this area a no</p>	<p>Support noted.</p> <p>There are no proposed changes on Highlands Drive, Maldon. However, based on the area around All Saints, we can confirm that there are proposed amendments to the parking restrictions on London Road, St. Giles Crescent and Cherry Garden Road.</p> <p>Unfortunately introducing Disabled Parking Bays are beyond the remit of the scheme.</p> <p>Blue Badge holders may park on single or double yellow lines for up to three hours in England and Wales (except where there is a ban on loading or unloading, and at a few locations where local schemes apply).</p>

	<p>waiting between 8am and 6pm would be unusable for us and others.</p> <p>Could you please look into the plans and accommodate people with mobility needs as I see that this isn't taken into account at all.</p> <p>Email 2 Thanks for the prompt reply and following up on this. I have looked and believe it should be OK. As long as I can park (using my daughter's blue badge) on the end of Highlands Drive, where it meets with Spital Road, then I am happy for these improvements. I just wanted to be able to legally park (using the blue badge) and encourage her to walk some of the distance to school).</p> <p>Email 3 I believe it would make the roads in question safer, so would support the plans.</p>	<p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
<p>6</p>	<p>In respect of changes 1 & 2 in London Road</p> <p>1 - To leave the short section of 'No Waiting Mon – Fri 9.30am-2.30pm' on the north side from a point opposite its junction with Highlands Drive, eastwards for approx. 10 metres is contrary to Highway Code clause 243 "DO NOT park ... opposite or within 10 metres (32 feet) of a junction" and would seem both confusing and does not help solve the issue of junction blocking London Road / Highlands Drive.</p> <p>I suggest that this section would be best set to 'Disabled parking only 8am - 4pm MON-FRI' to give explicit parking places for the one or two disabled parents who are sometimes have to park much further away.</p> <p>It is clear parking enforcement staff are not willing to enforce the existing restrictions, no doubt in part due to the abuse levelled at them, and the police get the same on the occasions</p>	<p>Objection noted.</p> <p>It is outside the remit of 'the Proposal' to amend the section of single yellow line opposite Highlands Drive. Additional amendments would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that with two Schools in close proximity, there is a high demand for parking at peak times.</p>

<p>they do appear (20 April). "I have got to pick up my child so F*** off Adolf (inappropriate finger gesture)". However without effective enforcement these parking restrictions are counter-productive, simply resulting in the self-entitled ignoring the restrictions with impunity while those who do obey the rules have to park ever further away.</p> <p>The double yellow lines are being regarded as 'parking reserved for school drop-off twice a day'.</p> <p>Observation over 4 weeks suggests that each afternoon sees between 4 & 11 offences with an average of 6, varying between parking in the 9.30am-2.30pm sections before 14:25 to 'bag a place', parking London Road north side on the existing double yellow lines opposite / west of Highlands Drive junction or parking east side Highlands Drive on the existing double yellow lines. This does not count those 'overhanging a few feet' because their car is too long for the space.</p> <p>The mornings are almost as bad with similar gridlock due to restricted widths around the London Road / Highlands Drive junction, and cars driving on pavements to escape, resulting in scattering children.</p> <p>Attached graphic of a sadly typical situation at 3pm.</p> <p>It is not as if London Road is a low traffic estate road, it is the main access to the villages to the west for general traffic and emergency vehicles. There are also a fair number of children walking from Highlands Drive into Lodge Road/Dykes Chase for whom the road crossing is made much more hazardous by the uncontrolled illegal parking on the north side.</p> <p>Preventing parking over the bypass bridge is necessary, driving wrong side of the road over a blind summit is not good. However I might question if the DY will have much effect, after all it is already illegal to park against a solid white line - Highway code clause 240. Why was that not regulation not</p>	<p>Unfortunately, it is not possible for our Civil Enforcement Officers (CEOs) to attend every location to address parking issues.</p> <p>Specific parking issues can be reported on the website below: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/report-a-parking-issue/</p> <p>Rule 240 of the Highway Code states (in part) that vehicles 'MUST NOT stop or park... a road marked with double white lines, even when a broken white line is on your side of the road, except to pick up or set down passengers, or to load or unload goods'. SEPP CEOs are unable to enforce this section of the Highway Code.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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	being applied ?	
7	<p>I am writing to you as a representative of the school to object to the proposals for the areas surrounding both schools of St Francis and All Saints as I am the current caretaker at St Francis and also serve as crossing safety in the morning outside St Francis RC School.</p> <p>The new proposals will NOT have any difference to the current parking chaos in the morning due to car owners not abiding by the rules as no enforcement happens. I have been doing the crossing safety outside the school since Easter and have regular daily interactions with parents parking in inappropriate places and trying to control the traffic to allow safe crossing for the children and parents.</p> <p>We had a police officer who is the road safety liaison visit the school a week or so before the notices we put up and had a discussion about the road and parking.</p> <p>First thing that was discussed between us is why there are no school zigzag marking outside the school entrance gates.</p> <p>Secondly, I mentioned that in the 4 months I have been at the gates and doing the crossing duty I have never seen an enforcement officer.</p> <p>I would urge you to reconsider the proposal to revoke the bus stand outside the school as we have a number of child minders who use the bay to drop children off in minibuses and us as a school also require the space for when the school has the use of coaches for school trips.</p> <p>The area does need a complete overhaul of restrictions but the current proposals without proper thought or enforcement will not work.</p> <p>I would propose the following,</p> <p>1: For traffic flow to create a one-way roadway in Highlands Drive from Spital Road to London Road and from the junction of Highland Drive and London Road in the direction to the High</p>	<p>Objection noted.</p> <p>The SEPP did consult with Essex Highways regarding the introduction of a School Keep Clear at this location, however it was felt that this would not be suitable on London Road due to the school's location.</p> <p>Additionally, School Keep Clear markings should not be used as a remedy to address general parking issues in areas around schools.</p> <p>The Traffic Signs Regulations and General Directions 2016 defines a 'Bus' as '(a) a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver); or (b) a local bus'. It is acknowledged that 'the Proposal' would remove a designated space for Buses.</p> <p>It is outside the remit of the SEPP to re-design the Highway. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request alterations, residents should contact their Local Councillor for more information.</p> <p>SEPP are currently investigating which school parking initiatives (3PR) would be suitable for St. Francis Catholic School including the possible introduction of a 'Park and Stride' scheme.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	<p>Street to Gate St.</p> <p>2: Creating the school zigzags area outside the St Francis school from the junction with Bower Gardens to outside no 40 a London Road to give a clear view and no parking at all times opposite the school gates.</p> <p>3: To create a Bus Stand drop point at the end of the zigzags with permits given to those who use mini vans whose primary job is child minder with multiple children and also for the school for the school trips which involve coach travel.</p> <p>4: To allow free parking in the white horse lane parking for the duration of school drop off and pick up time 8.20am to 8.50am 3.10pm to 3.40pm bookable on the Ringo app.(if the enforcement officers are enforcing the parking restrictions, they will not have any problems in the car park.)</p> <p>I hope these insights and proposals I have given will be given proper thought and would like to hear your thoughts on these.</p> <p>I look forward to hearing from you and would be willing to meet you on site during the school runs(which will end for six weeks from Friday and will resume on the 4th sept) to discuss and come to a better proposal for the school and all parents and residents to which I also know is a major headache.</p>	
8	<p>I am writing this letter as a concerned resident and a parent of children attending two primary schools affected by the recent enforcement of double yellow lines and no stopping/loading zones on the school roads. I strongly object to this decision by the council and urge you to reconsider this measure in favor of implementing a one-way system and speed bumps in the area.</p> <p>While we understand that safety is a paramount concern for the local council, the current restrictions have led to unintended consequences that are causing more harm than good. The restrictions have resulted in dangerous congestion during school drop-off and pick-up times, putting children's safety at risk. Additionally, it has imposed unnecessary hardships on</p>	<p>Objection noted.</p> <p>There are no proposed changes on Highlands Drive. However, based on the area around All Saints School and St Francis School, there are proposed amendments to the parking restrictions on London Road, St. Giles Crescent and Cherry Garden Road.</p> <p>It is outside the remit of the SEPP to re-design the Highway or install speed bumps. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request alterations, residents should contact their Local Councillor for more information.</p>

<p>parents who now face lengthy, stressful journeys to drop off and pick up their children.</p> <p>I propose that an alternative solution should be considered, which includes the implementation of a one-way system and strategically placed speed bumps. These measures would offer several benefits:</p> <ol style="list-style-type: none"> 1. Enhanced Safety: A one-way system can regulate the flow of traffic, reducing the risk of accidents and collisions near the school premises. Speed bumps will also encourage drivers to slow down, ensuring the safety of children crossing the roads. 2. Improved Access: By implementing a one-way system, residents of neighboring streets will maintain full access to their properties without undue inconvenience. 4. Mitigating Congestion: A well-planned one-way system will help alleviate the congestion that occurs during peak school hours, making it safer and more efficient for everyone. 5. Parental Convenience: The proposed changes will significantly reduce the time and stress parents face while dropping off or picking up their children, enabling them to better manage their daily routines. 4. School Efficiency: Removing unnecessary restrictions will allow the school to focus on educational matters rather than attempting to keep everyone happy amidst the current traffic-related issues. <p>In light of these advantages, I respectfully request that the council reconsider the current double yellow line and no stopping/loading restrictions and engage in a thorough discussion with the affected community to explore more viable and beneficial alternatives.</p> <p>I am more than willing to collaborate with the council and other concerned residents to find the best possible solution that</p>	<p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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	<p>addresses both safety concerns and the needs of the community. Together, we can work towards creating a safe and harmonious environment for our children, residents, and school staff.</p> <p>Thank you for your attention to this matter. I look forward to a positive response and the opportunity to discuss this issue further.</p>	
<p>8</p>	<p>I am writing to voice my concerns about the new proposed changes to London Road.</p> <p>I work at St Francis, and every morning at drop off, and afternoon when the children are collected, we live in fear that a child or adult will be seriously injured in a traffic collision at the top of our school drive.</p> <p>When parents apply to our school, they are told that there is no parking on site and we encourage them to walk / park further away and walk. However, many come from Heybridge, Totham, South Minister etc and they have no choice but to drive.</p> <p>We constantly receive complaints from local residents whose driveways are blocked by our parents parking.</p> <p>The new proposals to remove the bus bay and extend the double yellow lines further along the road, will not help matters.</p> <p>Very occasionally a traffic warden will venture along the road at collection time and often they can't issue tickets due to the fact cars can park for up to 5 minutes on a double yellow line.</p> <p>We have spoken to Essex Highways about having zig zags put at the top of our school drive so that tickets can be issued immediately as only when it starts to cost them, will parents stop parking here. Trying to cross the road is treacherous.</p>	<p>Objection noted.</p> <p>The purpose of 'the Proposal' was to help to enforce Rule 243 of the Highway Code, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians entering or exiting vehicles.</p> <p>The SEPP did consult with Essex Highways regarding the introduction of a School Keep Clear at this location, however it was felt that this would not be suitable on London Road due to the school's location.</p> <p>Additionally, School Keep Clear markings should not be used as a remedy to address general parking issues in areas around schools.</p> <p>SEPP are currently investigating which school parking initiatives (3PR) would be suitable for St. Francis Catholic School including the possible introduction of a 'Park and Stride' scheme.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is outside the remit of the SEPP to re-design the Highway or install speed bumps. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To</p>

<p>We have also pleaded with Maldon Council to offer our parents a free half hour season ticket at the beginning of the day and for collection. This has once again been rejected unless parents are prepared to pay in excess of £200 per annum.</p> <p>If parents are no longer able to park on the approach to Maldon cemetery / by the bridge, they will go back to blocking the corner of Highlands Drive / London Road. In the past this has literally lead to the road being blocked.</p> <p>Could a one-way system along Highlands Drive / London Road be considered?</p> <p>Before decisions are made, I strongly urge you to come and see the morning drop off and end of day collection and see the chaos for yourselves.</p>	<p>request alterations, residents should contact their Local Councillor for more information.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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APPENDIX 3
Photos

1. Image taken by SEPP Technicians during Site Visits
London Road between Beacon Hill and the Cemetery (October 2021)



2. Image taken from Google Maps (May 2023)
London Road outside St. Francis Catholic Primary School



SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

14 FEBRUARY 2024 – 1.30PM

AGENDA ITEM 7

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

Options
 The Joint Committee has the following options available:

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

Recommendation(s)

1. The proposed Order should be withdrawn in its entirety.
2. The people making representations be advised accordingly.

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

1.	Background
<p data-bbox="178 259 234 293">1.1</p> <p data-bbox="178 394 234 427">1.2</p> <p data-bbox="178 730 234 763">1.3</p> <p data-bbox="178 1133 234 1167">1.4</p> <p data-bbox="178 1435 234 1469">1.6</p>	<p data-bbox="276 259 1386 360">The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:</p> <p data-bbox="276 394 1386 696">In 2022, an application from was received from Councillor Carlie Mayes (previous SEPP Joint Committee Member), requesting ‘No Waiting Monday to Friday 8am – 4pm’ (single yellow lines) or ‘No Waiting at Any Time (double yellow lines) with No Loading on the east side of St. Giles Crescent, Maldon. The request was also supported by County Councillor Fleming. It was stated by the applicant that vehicles have difficulty access the road, especially at school times (8.30am-9.30am and 2.30-4pm) and evenings. It is noted that the majority of vehicles park on the west side. Therefore, due to the width of the carriageway it is it not possible to park on the east side without causing an obstruction to traffic flow or pedestrians using the footpath.</p> <p data-bbox="276 730 1386 1099">Following the receipt of this application, the SEPP Technicians carried out several site visits. During the site visits conducted, on all occasions most vehicles were parked on the west side on Beacon Hill. On two occasions, one vehicle was observed parking on east side of Beacon Hill, half on/off the pavement. On these occasions, the pavement was obstructed for pedestrians and access possibly impaired for larger vehicles. Due to the number of residential properties and lack of off-street parking, it is likely that there is high demand for parking spaces in the area, especially during weekends and evenings. Additionally, the comments received during the Formal Consultation period indicate that parents of All Saints Primary School park on St. Giles Crescent and Cherry Garden Road during pick up and drop off times.</p> <p data-bbox="276 1133 1386 1402">Following discussions, it was agreed by the SEPP Joint Committee Member and Lead Officer for Maldon to cost a scheme to introduce ‘No Waiting at Any Time’ on the northeast side of St Giles Crescent (from Beacon Hill up to Cherry Garden Road) and the areas around the “grass island” including Cherry Garden Road (‘the Proposal’). Loading restrictions were not to be included as they do not prohibit the setting down or picking up of passengers. The purpose of ‘the Proposal’ is to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p data-bbox="276 1435 1386 1570">Furthermore, the request for funding was agreed in May 2023 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £5,000. This cost could be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.</p>
2.	Relevant excerpts from SEPP Policy (Version 6 December 2020)

<p>2.1</p> <p>2.2</p>	<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>
<p>3</p>	<p>Traffic Regulation Order</p>
<p>3.1</p>	<p>The proposed Order was published in the Maldon and Burnham Standard on 29 June 2023. Additionally, public notices were erected on the affected parts of St. Giles Crescent and Cherry Garden Road. A number of properties in the affected area were also written to informing them of ‘the Proposal’. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry</p>
<p>3.2</p> <p>3.3</p>	<p>When the Order was published on 29 June 2023, a 21-day period of formal public consultation commenced.</p> <p>During the consultation, an objection was received which included a petition with 25 other expressions of support to improve parking facilities in the area. The representee was notified that anyone who supports or objects to ‘the Proposal’ should send their comments in writing to the SEPP by an extended date of Friday 28th July 2023.</p>
<p>4</p>	<p>Comments</p>
<p>4.1</p> <p>4.2</p> <p>4.3</p>	<p>During the consultation 41 objections were received. Five comments were received in support and one general comment.</p> <p>Some of the concerns raised included:</p> <ul style="list-style-type: none"> • Lack of facilities for local buses and school transport. • The removal of parking areas will cause difficulties for parents/guardians needing to park for the local schools in the vicinity. • The removal of parking areas will cause difficulties for nearby residents and their visitors wanting to park. • Additional Highway measures requested to tackle local issues. <p>The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
<p>5</p>	<p>Conclusion</p>

5.1	Some correspondents have made several points which lead them to believe 'the Proposal' should not be pursued in whole or part. Therefore, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that the proposed Order be withdrawn in its entirety. The area would continue to be monitored.
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List of Appendices Appendix 1 – List of people making representations Appendix 2 – Summary of objections or support and Technicians comments Appendix 3 – Photos
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APPENDIX 1

Ref	List of people making representations	Type
1	Email from Integrated Passenger Transport Unit (Essex Highways) dated 28/06/2023	Comment
2	Email from resident of St. Giles Crescent dated 27/06/2023	Objection
3	Email from Parent at All Saints Primary School dated 27/06/2023 & 28/06/2023.	Objection
4	Email from resident of St. Giles Crescent dated 28/06/2023	Objection
5	Email from road user dated 28/06/2023	Objection
6	Email from road user dated 28/06/2023	Objection
7	Emails from local resident dated 28/06/2023	Objection
8	Emails from road user dated 29/06/2023 – 03/07/2023	Support
9	Email from local resident dated 29/06/2023	Support
10	Emails from local resident dated 29/06/2023 – 04/07/2023	Support
11	Email from Essex and Suffolk DaRT / Arrow Taxis Essex Ltd / Arrow Group dated 29/06/2023	Objection
12	Email from road user dated 01/07/2023	Objection
13	Letter from resident of Cyril Dowsett Court received 05/07/2023	Objection – with 25 other expressions of support
14	Email from resident of St. Giles Crescent dated 09/07/2023 – 24/07/2023	Support
15	Email from resident of Cyril Dowsett Court dated 11/07/2023	Objection
16	Emails from local resident dated 28/06/2023 - 24/07/2023	Objection
17	Emails from road user dated 29/06/2023 – 24/07/2023	Support
18	Email from resident of St. Giles Crescent dated 20/07/2023	Objection
19	Email from resident of St Giles Crescent dated 20/07/2023	Objection
20	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
21	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
22	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
23	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
24	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
25	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
26	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
27	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
28	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
29	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
30	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
31	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
32	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
33	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
34	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
35	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection

36	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
37	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
38	Email from road user dated 27/07/2023	Objection
39	Letter from resident of Cyril Dowsett Court dated 20/07/2023	Objection
40	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection
41	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection
42	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection
43	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection
44	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection
45	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection
46	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection
47	Letter from resident of Cyril Dowsett Court dated 21/07/2023	Objection

APPENDIX 2

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

Representations & responses relating to St. Giles Crescent and Cherry Garden Road, Maldon		
Ref	Representation -	Technician response -
1	<p>Email 1 (in Part) We are potentially supportive of the Cherry Garden Rd restrictions – but for the fact they seem to be seeking to introduce a ‘No Waiting at Any Time’ restriction on our bus stop – clearly we would not be happy with this and would request that a 23m bus cage is introduced here, with NWAAT in force either side as necessary and around the island.</p> <p>Email 2 (in part) In regard to Cherry Garden, this is a bus stand as well as being a stop – so my understanding is that whilst it is acceptable to stop to pick up passengers in these circumstances (ie yellow lines) – as it is a stand, there will be times when the bus needs to wait at the location for several minutes – in between bus trips. I don’t believe that this is strictly speaking permissible?</p>	<p>Comment noted.</p> <p>The pick-up and set-down of passengers is permitted on yellow lines.</p> <p>Implementing a bus stand or bus stop clearway is outside the remit of this proposal.</p> <p>There is no specific requirement (under the Road Traffic Regulation Act 1984) to consult on the introduction of a new bus stop clearway, but it is strongly recommended that those likely to be affected should be consulted over the location and times of operation of the proposed restrictions. Therefore, it is felt that if desired, Essex Highways should investigate the introduction of a Bus Stop or Bus Stand marking at this location.</p> <p>The Traffic Signs Manual Chapter 3 13.24.2. states (in part)... ‘if buses are expected to stop for longer than two minutes, other than to pick up and set down passengers or for a change of crew, the clearway should be marked and signed as a bus stand.’</p>
2	<p>I would like to strongly object to the proposal of double yellow lines relating to St Giles Crescent.</p> <p>There is an issue I agree on the end of St Giles Crescent/Beacon Hill, as people park on the pavement close to the back entrance to All Saints Primary School, adjacent to the flats. Which makes it dangerous for pedestrians as well as access issues should emergency services need to pass.</p> <p>Though a lot of people use St Giles Crescent to park and drop off their children for school in the morning and at pick up in the</p>	<p>Objection noted.</p> <p>Concerns were raised regarding obstructive parking on the footway of St. Giles Crescent, Maldon. Therefore, it was proposed to introduce ‘No Waiting at Any Time’ on the northeast of St. Giles Crescent, up to Cherry Garden Road and including the “grass island”. This proposal was designed to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p>

	<p>afternoon. Should double yellow lines be passed, then this is going to cause havoc to Highlands Drive and nearby roads. Which I hastened to add is already very busy during school drop off and pick up times.</p> <p>I think the best action required would be a someone on a regular basis monitoring during busy times so as to deter those selfish people who park on the pavements as well as overhang driveways.</p> <p>Please can you inform us what you are trying to achieve?</p>	<p>The pick-up and set-down of passengers is permitted on yellow lines.</p> <p>SEPP Civil Enforcement Officers (CEOs) do not have the authority to issue Parking Charge Notices (PCNs) for vehicles parked on the footway where there are no parking restrictions in force. This currently falls under the remit of Essex Police, who can issue PCNs for obstruction or dangerous parking on the Highway. SEPP CEOs, however, can issue PCNs for vehicles parked in contravention of a parking restriction or obstructing an approved dropped kerb.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
<p>3</p>	<p>Email 1 Dear Sirs</p> <p>It has come to my attention that you are proposing to install double yellow lines at this location.</p> <p>My children attend All Saints' primary school. I park in this road daily, to drop off and collect my children. I park here because the road at the front of the school (the only other alternative) is complete chaos, and, in my opinion, rather dangerous, because of the amount of traffic flowing at drop off and collection times. That chaos is caused by the parking</p>	<p>Objection Noted</p> <p>Concerns were raised regarding obstructive parking on the footway of St. Giles Crescent, Maldon. Therefore, it was proposed to introduce 'No Waiting at Any Time' on the northeast of St. Giles Crescent, up to Cherry Garden Road and including the "grass island". This proposal was designed to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p>

<p>restrictions you have already imposed in surrounding roads, making it near impossible for parents and carers to find anywhere to park. The situation exasperated by the fact that another school is at the end of the road, also with no car parking facilities.</p> <p>We could park further away and walk, but, those roads are occupied by parents dropping their children off at Maldon Court, Maldon Primary and Wentworth schools.</p> <p>Imposing yet more parking restrictions will cause even more chaos and make the roads even more dangerous!</p> <p>If you are to proceed with your proposal, I would ask you to let me know (and the other parents of the 318 children at All Saints' and all of the children at St Francis school) where you propose we park? Will you be creating separate car parking facilities?</p> <p>I look forward to hearing from you in response and in the sincere hope that common sense will prevail!!!!</p> <p>Email 2</p> <p>Thank you for the copy map, which is useful to note.</p> <p>The map clearly illustrates the amount of parking restrictions surrounding the school. If there were less restrictions, and parents weren't already jostling for spaces to park, the roads would certainly be calmer. The restrictions are, I'm afraid, having the opposite effect to that intended.</p> <p>All Saints' has 318 children. St Francis, I believe, a similar number. There are NO parking facilities. If pretty much every road in the vicinity has restricted parking, could you please confirm where it is you intend everyone to park? The parking situation is already VERY stressful for parents. I urge you not to make that even worse!!!</p> <p>I would appreciate an answer to my question as to where you propose we park, it is a genuine question.</p>	<p>A plan was provided to the representee showing the extent of the proposal.</p> <p>The pick-up and set-down of passengers is permitted on yellow lines.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Schools are encouraged to take part in the SEPP 3PR parking initiative to help manage and lower the amount of cars parking in and around Schools. The aim is to lower the risk of disruption to local services and communities and ultimately protect the children. This initiative is based around education and reward and offers various types of packages: https://schoolparking.org.uk/.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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<p>4</p>	<p>Email 1 I have been made aware through a neighbour, but even though I live in St Giles Crescent I have not received the same letter of notification about Amendment no 10 order 202* in regards to parking restrictions in the road St Giles Crescent.</p> <p>This is something that I do not want and object too completely.</p> <p>The road is used at short times for school drop off and any change in that would be a problem for those parents for no good reason. It has never been a problem.</p> <p>The only issue we have is the area near the flats where people park on both sides and make the access narrow, it is only there that yellow lines could be justified on one side to relieve the bottle neck.</p> <p>To be clear I fully object to the proposed parking restrictions and am highly irritated by the lack of information to the whole road.</p> <p>Email 2 I do think that one side at the top of beacon hill by the bungalows would work to have parking restrictions, but with both sides, where would people in the flats park for a start? This plan does not stop the problem it just spreads it.</p>	<p>Objection noted.</p> <p>Most properties in the affected area should have received a letter regarding 'the proposal', however some properties on St. Giles Crescent did not fall within the area selected. A plan was provided to the representee showing the extent of the proposal.</p> <p>Concerns were raised regarding obstructive parking on the footway of St. Giles Crescent, Maldon. Therefore, it was proposed to introduce 'No Waiting at Any Time' on the northeast of St. Giles Crescent, up to Cherry Garden Road and including the "grass island". This proposal was designed to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>The restrictions advertised for the main road of St. Giles Crescent only included the northeast side. Both sides of Beacon Hill have existing 'No Waiting at Any Time' restrictions.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
<p>5</p>	<p>It has been brought to my attention that you are going to install double yellow lines on St Giles crescent & Cherry Garden</p>	<p>Objection noted.</p>

<p>Road.</p> <p>My children go to All Saints' primary school & I park down this road daily to drop off and pick them up. This is because the school is on Highlands Drive (the only other alternative road to drop them off at) which is complete mayhem and quite dangerous so I avoid it because it is so stressful and I know the majority of the All Saints parents would agree. The amount of traffic pick up & drop off creates because the parking restrictions you have already added to these roads, makes almost impossible to find anywhere to park to drop off & pick up my children. Hence why parents park down St Giles & Cherry Garden Drive.</p> <p>And as there is another school (St Francis) is at the end of the road, also with no parking just makes this situation even worse. Imposing further parking restrictions will cause even more traffic, congestion and chaos that will make these roads even more dangerous. With young children walking & having to cross these roads everyday is very concerning!</p> <p>If you were to impose any sort of restriction to make it safer for our children I suggest it should be reducing the speed limit on St Giles with speed bumps and putting school children crossing signs up, this would be a much better way to spend the money and time!</p> <p>If you are to proceed with parking restriction can you please let me know (and the other parents of the 318 children at All Saints) where you suggest we should park instead? Are there plans for creating separate car parking facilities?</p>	<p>Concerns were raised regarding obstructive parking on the footway of St. Giles Crescent, Maldon. Therefore, it was proposed to introduce 'No Waiting at Any Time' on the northeast of St. Giles Crescent, up to Cherry Garden Road and including the "grass island". This proposal was designed to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p>The pick-up and set-down of passengers is permitted on yellow lines.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Requests for speed limits falls under the remit of Essex Highways (Essex County Council, the Highway Authority. To request a speed limit reduction, residents should contact their Local Councillor for more information.</p> <p>Schools are encouraged to take part in the SEPP 3PR parking initiative to help manage and lower the amount of cars parking in and around Schools. The aim is to lower the risk of disruption to local services and communities and ultimately protect the children. This initiative is based around education and reward and offers various types of packages: https://schoolparking.org.uk/.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP</p>
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		Technicians recommend that 'the Proposal' is withdrawn.
6	<p>I am writing to object to introduce new parking restrictions at St Giles Crescent Maldon.</p> <p>This will simply overload traffic into other roads such as Highlands Drive and cause more danger to children and parents crossing the road there, as there will be double the volume of traffic, drivers stressed and frustrated as that road will be blocked.</p> <p>The number of cars attending the school probably won't change and it makes sense to spread the parking out and not reduce it. Or as a secondary option introduce the same restrictions on Highlands Drive</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</p> <p>It is outside the remit of this scheme to amend the existing restrictions on Highlands Drive.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
7	<p>Email 1</p> <p>I would like to object to the proposals to introduce further parking restrictions in London Road, Maldon (pasted below for reference). I am a resident of Dykes Chase, a private road off London Road. Residents of Dykes Chase and adjacent private road Lodge Road already suffer considerable problems with parents blocking the road, blocking driveways, damaging the unmade surface, restricting residents' access and parking on corners at school drop off and pick up times. Every afternoon there is a solid line of cars parked on the existing double yellow lines by St Francis School, with parents sitting in cars with their engines running waiting for children to come out of school, causing traffic chaos and pollution.</p> <p>We have two primary schools in the immediate area, both of which serve a large catchment area and many parents have no alternative but to drive to school – the considerate, law abiding parents look for suitable unrestricted areas, such as the stretch beyond the junction with Beacon Hill where they can park without inconveniencing local residents. Introducing more restrictions here will take away the current legal option, making</p>	<p>Objection Noted</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	<p>life harder for the parents who are trying to do the right thing, but undoubtedly having no effect on the larger cohort of selfish and dangerous parkers who currently make leaving our homes extremely difficult at school closing time!</p> <p>It is unrealistic to expect busy working parents to always be in a position to walk children to school – making it harder to do a safe, legal drop-off will only cause even more illegal and dangerous parking in the closer areas to the schools that already suffer aggravation. Far better to just enforce the existing restrictions where it is genuinely unsafe to park, but lazy parents do it anyway, rather than make life harder for the ones who are trying to be legal, safe and sensible,</p> <p>Email 2 Further to my email below, I would extend my objections to the proposal for St Giles Crescent, for identical reasons – removing safe and legal parking will make the problem of bad parking in the area worse not better,</p>	
<p>8</p>	<p>Email 1 I wish to add support for the parking restrictions planned. Visibility and access for pedestrians greatly reduced at the moment. A follow up check should be made to ensure the 'roundabout ' itself does not become a free for all car park.</p> <p>Email 2 Just to confirm my comments relate proposed parking restrictions in St Giles Crescent Maldon which I fully support.</p>	<p>Support noted.</p> <p>All new parking schemes are monitored to determine their effectiveness.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
<p>9</p>	<p>I wish to register my support for the above reference proposal regarding the traffic regulations in St Giles Crescent, Maldon. As a resident in the area I find the double parking and on double yellow lines makes it impossible to pull out of my property safely as one cannot see oncoming traffic. Also I'm a pensioner and find the double parking , and a.lso ,on the pavements difficult to use the pavements safely as I have to keep stepping onto the road. Will be interested in the outcome of this proposal in due course.</p>	<p>Support noted.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

<p>10</p>	<p>Email 1 Thank you for taking time to read this email I am attaching two photos with the issue regarding yellow lines. On St Giles Crescent. Maldon.</p> <p>I have lived here 5 years and want to show you what has become increasingly dangerous for the school children and parents including the old peoples bungalows. People just park their car across the pathway to the old peoples bungalows. These cars are mainly from the flat and will stay there all day if not more. Some of the residents have multi cars/vans stopping those who only have one vehicle being able to park.</p> <p>I hope if nothing else is passed, that the double yellow line are at least increased to the children park area on the school side leaving the side by the flats for residents in this area to park. I personally would pay for a carparking permit to be able to park near my home.</p> <p>A major accident is waiting to happen.</p> <p>Email 2 (in part) I certainly do As long as the otherside gives us somewhere to park our vehicles.</p> <p>I've attached another photo this morning for your to see. Noth vehicles are from the same family and another one is parked correctly on the same side as the flats.</p>	<p>Support noted.</p> <p>The restrictions advertised for the main road of St. Giles Crescent only include the northeast side.</p> <p>Images included in Appendix 3</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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<p>11</p>	<p>While the proposed Order 202 is extremely logical and indeed necessary to reduce the growing traffic congestion and improve safety at many of the points covered, We are concerned that in some way it might work against other factors in what is trying to be achieved, and would ask that this other factor might be considered in the plans, specifically around safeguarding and the schools roads restrictions.</p> <p>In order to achieve real results in climate change, we of course need people to do more walking and cycling, especially in regard to the school journeys. However, this is not always practical or even possible for some families, if they live a way from the school without safe walking route, especially for the younger children, or, as is quite common with some of the schools detailed, SEN student's needs have to be accommodated.</p> <p>Essex County Council IPTU have a number of contracts for SEN students, which are often operated by Taxis and Minibuses, which need to stop close to the school in order for the student to be safely supervised onto the school premises. At some of the schools detailed in the proposals, there would now be no facility for this to take place. This might mean, that some Taxis etc, would need to find parking a substantial distance from the school, and walk the children to and from the school, which among other problems including behavioral issue students, would increase Operator and ECC costs for SEN transport.</p> <p>In addition, as part of our mutual drive towards Net Zero (as detailed in our 'Maldon Green' proposals), we have been and are working towards trying to reduce private car movements at school times, by combining students into minibus/DRT runs, which has the potential to reduce car movements by between 10 and 40 movements per day, per minibus. However, the Bus, Taxi or Minibus driver still needs to park sufficiently close to the school, so as to, at least, observe the students entering the school, and in some cases, actually hand over the student in person, to school staff. Without this, many parents would not</p>	<p>Objection noted.</p> <p>It is outside the remit of 'the Proposal' to include Bus/Taxi/Minibus provisions.</p> <p>It should be noted the pick-up and set down of passengers is permitted on yellow lines.</p> <p>SEPP CEOs may use discretion when dealing with School Transport. However, it is important that drivers park in a sensible and safe manner.</p>
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	<p>have the confidence to keep their car at home, and put their children on the Bus/Minibus.</p> <p>As such, I would put forward the suggestion, that where there is no existing Bus/Taxi/Minibus bay at certain schools, such a bay might be provided, or alternatively, an exempt vehicle 'white list' might be used, as in in force in other places, so that Buses, Taxis and minibuses might be occassioned the ability to do their job properly and safely, and help reduce the volume of car movements, in keeping with MDC's and ECC's strategies.</p> <p>We fully support the proposals in all other respects.</p>	
<p>12</p>	<p>While I agree that there is problem parking along St Giles Crescent and London Road this is mainly due to parents dropping their children off at St Francis and All Saints Primary schools so limited to a sort period moving and afternoon.</p> <p>There is also the problem where Cherry Garden residents and residents in the flats at the top of Beacon Hill have no off street parking with many household owning more than one car. This is resulting in more cars parked overnight round the island and at the top of Beacon Hill. The reduction in drop off areas and parking spaces is not the solution as it will just move the problem elsewhere and result in even more reckless parking.</p> <p>A few double yellow lines will not solve the infrastructure problems of the ever growing population with all of the new houses being built. A more creative alternative needs to be found such a a nearby car park or a school park and ride scheme.</p> <p>Yesterday I received details of yet another proposed development for new houses at Maldon Wood which will further increase congestion on these particular roads which I will also be opposing.</p>	<p>Objection noted.</p> <p>The purpose of 'the Proposal' was to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p>It is acknowledged that the introduction of further restrictions on St Giles Crescent and Cherry Garden Road would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It should be noted the pick-up and set down of passengers is permitted on yellow lines.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

<p>13</p>	<p>I have been a resident of Cyril Dowsett Court for [REDACTED] years; which is situated at the end of the Cherry Garden Road cul-de-sac, see attached map. Cyril Dowsett is a development of 22 flats designed for older residents.</p> <ul style="list-style-type: none"> • The flats have a total of only 5 parking spaces. • The 5 spaces are totally inadequate for the 22 flats, where many occupants are multi vehicle owners. <p>This has resulted in cars needing to park on both sides of the cul-de-sac, typically partially on the path, to allow delivery vehicles, refuse vehicles and emergency service vehicles access. Parking is particularly difficult in the evenings, when everyone is home from work but residents generally park considerately. However, at school drop off and pick up times, parents often park inconsiderately and occasionally cause obstructions to other vehicles.</p> <p>I have seen that a notice has gone up, which appears to be advising that parking restrictions will be implemented on the corners of the road, which will exacerbate the already stressful parking situation described above further. This reduction of available parking makes many of us older residents reconsider our vehicle ownership, this will therefore leave us socially isolated which is something that most social projects aim to avoid and are generally only funded if outcomes reduce social isolation. By opting to pursue an application with the Parking Partnership, which we assume will provide a revenue stream from (inevitably) illegally parked vehicles, it appears that Maldon District Council together with Highways at the County Council, seek to persecute many of the elderly residents living in Cyril Dowsett Court. This location on the outskirts of Maldon which necessitates car usage to access services such as doctors, shops, hospital visits & visit friends etc. Without this independence, some residents will inevitably be forced into residential care, as a direct result of Maldon District Council & Highways actions.</p>	<p>Objection noted.</p> <p>The purpose of 'the Proposal' was to improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p>It is acknowledged that the introduction of further restrictions on St Giles Crescent and Cherry Garden Road would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It was proposed to introduce 10 metres of 'No Waiting at Any Time' restrictions only in the cul-de-sac of Cherry Garden Road.</p> <p>A petition was included with 25 other expressions of support to improve parking facilities in the area. The representee was notified that anyone who supports or objects to 'the Proposal' should send their comments in writing to the SEPP by an extended date of Friday 28th July 2023.</p> <p>It is outside the remit of the SEPP to re-design the Highway or land owned by Maldon District Council. Residents should contact Maldon District Council regarding the conversion of open spaces to parking facilities. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request alterations, residents should contact their Local Councillor for more information.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP</p>
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	<p>Before making any additional parking restrictions Moat and Maldon DC should first address the fundamental problem, which is that these social housing flats have inadequate parking facilities. Our flats are managed by Moat and nearby open spaces are owned by Maldon District Council. We would propose that some of the space outside the children's playground is utilised for parking, or the path is moved to widen an area for parking. Alternatively, a better idea would be to reconfigure the road and 'roundabout to provide some parking (see attached sketch). A scheme to improve parking facilities is supported by other residents (names and addresses included). We do not support the suggestion of losing the small amount of amenity space directly around the flats, which is needed for residents recreational use and well being. We the residents of Cyrill Dowsett Court would request that the proposed enforcement measures are only carried out after a solution to the parking issues is implemented. Or in the mean time restrictions are only applied at school drop of and pick up times and request a meeting with all stakeholders, as addressed, as soon as possible.</p>	<p>Technicians recommend that 'the Proposal' is withdrawn.</p>
<p>14</p>	<p>Email 1 Reference to double yellow lines proposed for St Giles Crescent. Good idea to help with bus traffic but concerned the green areas will be used for parking. Have noticed double yellow lines does not stop the parking in London road /junction Highlands Drive!! I am a resident of St Giles Crescent.</p> <p>Email 2 In reply to your email. I would support the scheme.</p>	<p>Support noted.</p> <p>Yellow line restrictions apply from the centre of the carriageway, up to the Highway boundary. On areas not part of the Highway, landowners may decide to install physical measures or signs to restrict parking.</p> <p>Parking restrictions are incorporated routes undertaken by our Civil Enforcement Officers. Unfortunately, it is not possible for our CEOs to attend every location to address parking issues.</p> <p>Specific parking issues can be reported on the website below: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/report-a-parking-issue/</p>

		<p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
<p>15</p>	<p>I would like to formally object to these proposals.</p> <p>I can see no other consequence of this than a number of people will be forced to give up their cars. For me, I childmind for my working children in which the use of a car is essential to continue that. This could leave my children in a very precarious position with their jobs.</p> <p>I also babysit for my grandchildren some evenings and come back late at night, when it is already sometimes difficult to get a parking space and I am forced to park opposite the green/roundabout at the top of St. Giles Avenue, the walk back to our retirement complex is not too far for me as my mobility is alright at the moment. But, as this will become a restricted area according to your plans, I will be forced to park a distance away late at night and have to walk back with no streetlighting.</p> <p>One side of our cul-de-sac is mainly drop-kerb drives so is excluded for use for our complex apart from two cars.</p> <p>My overriding feeling about this being done is fear. So many support systems will be left vulnerable as some of the people who live here rely on visits from family to prevent isolation. If there are not enough parking spaces for the residents of Cyril Dowsett Court, where will visitors and carers park?</p> <p>I feel the flats in the area are being unfairly treated in that there is no provision or consideration given to them, making day-to-</p>	<p>Objection noted.</p> <p>The purpose of 'the Proposal' was improve the amenity of the road, better facilitate the passage of traffic, maintain sight lines for all road users and reduce the likelihood of danger arising to pedestrians.</p> <p>It is acknowledged that the introduction of further restrictions on St Giles Crescent and Cherry Garden Road would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It was proposed to introduce 10 metres of 'No Waiting at Any Time' restrictions only in the cul-de-sac of Cherry Garden Road.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	<p>day living even more difficult - these are the people that can least afford taxis so all I see is isolation without the use of a car, this in itself brings about many mental health issues.</p> <p>Finally, just to make you aware that we are a complex of 23 flats with a total of 16 cars and parking bays for just five of those. I can speak for all the residents when I say that we feel totally overlooked and unimportant in these plans and that our feeling of dread at the choices ahead of us is awful. After a lifetime of working hard but having the misfortune to end up in a property with no parking facilities does mean that for our complex, your proposals will have a devastating effect. Our road was the only place to put our cars and with your proposed restrictions going far and wide, we seem rather beaten.</p>	
<p>16</p>	<p>Email 1</p> <p>Like many parents of children at St Francis primary school, we do not live close enough to walk to school. We live in Danbury and have no choice but to drive to school. Parking around Hylands Drive and London Road is already extremely restricted and causes major issues for parking at school drop off and pick up times. The situation is already unsafe and the solution needs to be more available parking, not less. There are two primary schools in close proximity and many families live too far away to walk. Please reconsider your proposed parking restrictions as you will create an impossible situation for parents, and will likely cause more unsafe parking by desperate parents who need to drop their children off at school. It is not good enough that parents should have to resort to paying for parking in the town - there is not enough of this parking anyway, and it is far too time consuming for working parents who need to get to work, as well as an unwanted expense in the midst of a cost of living crisis.</p> <p>I hope you will consider creating a safer area of free, available parking around Maldon schools during key times in the school day.</p>	<p>Objection Noted</p> <p>There are no proposed changes on Highlands Drive, Maldon.</p> <p>It is acknowledged that the introduction of further restrictions in St. Giles Crescent and Cherry Garden Road would remove parking for road users. Additionally, with two Schools in close proximity, there is a high demand for parking at peak times.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>Confirmation was obtained from representative to determine which roads they were objecting to.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	<p>Email 2 Many thanks for your response. I'm referring to all the roads around St Francis school- London Road, Highlands Drive and the side roads off it, and Beacon Hill.</p> <p>Email 3 Apologies- yes to St Giles, but not Cherry Garden. Thank you for following up.</p>	
17	<p>Email 1 I have looked carefully as the proposed changes to the roads in and around Highlands Drive, Maldon.</p> <p>I would implore you to look into creating several disabled parking bays on the roads.</p> <p>I have a child that attends All Saints school that has limited mobility. There is just one disabled bay at All Saints in their car park and this is often in use.</p> <p>I often park at the end of Highlands Drive where it meets Spital Road which currently has a parking restriction between 8am and 6pm. This gives my daughter a reasonable amount of safe exercise while managing her condition. To make this area a no waiting between 8am and 6pm would be unusable for us and others.</p> <p>Could you please look into the plans and accommodate people with mobility needs as I see that this isn't taken into account at all.</p> <p>Email 2 Thanks for the prompt reply and following up on this. I have looked and believe it should be OK. As long as I can park (using my daughter's blue badge) on the end of Highlands Drive, where it meets with Spital Road, then I am happy for these improvements. I just wanted to be able to</p>	<p>Support noted.</p> <p>There are no proposed changes on Highlands Drive, Maldon. However, based on the area around All Saints, there are proposed amendments to the parking restrictions on London Road, St Giles Crescent and Cherry Garden Road.</p> <p>Unfortunately introducing Disabled Parking Bays are beyond the remit of the scheme.</p> <p>Blue Badge holders may park on single or double yellow lines for up to three hours in England and Wales (except where there is a ban on loading or unloading, and at a few locations where local schemes apply).</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	<p>legally park (using the blue badge) and encourage her to walk some of the distance to school).</p> <p>Email 3 I believe it would make the roads in question safer, so would support the plans.</p>	
<p>18</p>	<p>I refer to your above letter , concerning the On- Street Parking Places in St Giles Crescent.</p> <p>Although I agree to the idea of double yellow lines on this road, to prevent the likelihood of danger arising to pedestrians, I'm also concerned as to were the residents are suppose to park.</p> <p>I am elderly and live in the sheltered bungalow accommodation in St Giles Crescent, and I often get a lift to and from home. This means I am collected and dropped off at my bungalow, and yellow double lines will prohibit this in future. I feel that being elderly and living in sheltered accommodation, that we should be given our own parking bays.</p> <p>Also, I feel that if the parking area on the road was demarcated , drivers would hopefully park correctly, allowing more cars to fit in.</p> <p>I would like to see permit parking introduced to prevent motorists from other areas who have company vehicles etc, and those that work in town, from parking their cars in St Giles Crescent.</p> <p>I realise that parking is a problem everywhere, but being elderly and living in one of the bungalows in St Giles Crescent, is a nightmare.</p>	<p>Objection noted as representee did not confirm full support of 'the Proposal'.</p> <p>It is acknowledged that the introduction of further restrictions on St Giles Crescent and Cherry Garden Road would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>The pick-up and set-down of passengers is permitted on yellow lines.</p> <p>The SEPP do not delineate the Highway for individual properties.</p> <p>It is outside the remit of the SEPP to re-design the Highway or private land. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request alterations, residents should contact their Local Councillor for more information.</p> <p>It is outside the remit of this scheme to consider the introduction of a permit scheme in adjacent roads. To investigate this, SEPP would need to receive a completed application form and evidence of support from local residents and councillors:</p>

		<p>https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/request-a-new-parking-restriction/</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
19	<p>I am writing this letter as a concerned resident and a parent of children attending two primary schools affected by the recent enforcement of double yellow lines and no stopping/loading zones on the school roads. I strongly object to this decision by the council and urge you to reconsider this measure in favor of implementing a one-way system and speed bumps in the area.</p> <p>While we understand that safety is a paramount concern for the local council, the current restrictions have led to unintended consequences that are causing more harm than good. The restrictions have resulted in dangerous congestion during school drop-off and pick-up times, putting children's safety at risk. Additionally, it has imposed unnecessary hardships on parents who now face lengthy, stressful journeys to drop off and pick up their children.</p> <p>I propose that an alternative solution should be considered, which includes the implementation of a one-way system and strategically placed speed bumps. These measures would offer several benefits:</p> <ol style="list-style-type: none"> 1. Enhanced Safety: A one-way system can regulate the flow of traffic, reducing the risk of accidents and collisions near the school premises. Speed bumps will also encourage drivers to slow down, ensuring the safety of children crossing the roads. 2. Improved Access: By implementing a one-way system, residents of neighboring streets will maintain full access to their properties without undue inconvenience. 4. Mitigating Congestion: A well-planned one-way system will help alleviate the congestion that occurs during 	<p>Objection noted.</p> <p>There are no proposed changes on Highlands Drive. However, based on the area around All Saints School and St Francis School, there are proposed amendments to the parking restrictions on London Road, St Giles Crescent and Cherry Garden Road.</p> <p>It is outside the remit of the SEPP to re-design the Highway or install speed bumps. Requests for Highway re-design falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request alterations, residents should contact their Local Councillor for more information.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>

	<p>peak school hours, making it safer and more efficient for everyone.</p> <p>5. Parental Convenience: The proposed changes will significantly reduce the time and stress parents face while dropping off or picking up their children, enabling them to better manage their daily routines.</p> <p>4. School Efficiency: Removing unnecessary restrictions will allow the school to focus on educational matters rather than attempting to keep everyone happy amidst the current traffic-related issues.</p> <p>In light of these advantages, I respectfully request that the council reconsider the current double yellow line and no stopping/loading restrictions and engage in a thorough discussion with the affected community to explore more viable and beneficial alternatives.</p> <p>I am more than willing to collaborate with the council and other concerned residents to find the best possible solution that addresses both safety concerns and the needs of the community. Together, we can work towards creating a safe and harmonious environment for our children, residents, and school staff.</p> <p>Thank you for your attention to this matter. I look forward to a positive response and the opportunity to discuss this issue further.</p>	
20	<p>In addition to supporting the letter sent by [REDACTED] I would also like to express my objection to the proposed parking enforcements planned for Cherry Garden Road.</p> <p>In Summary:</p> <ul style="list-style-type: none"> • Cyril Dowsett Court has insufficient parking currently (22 flats and 5 parking spaces), making parking in Cherry Garden the only option. • Many residents are elderly with complex health needs and need to park near their residence. 	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions on St Giles Crescent and Cherry Garden Road would remove parking for road users.</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</p>

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38	<p>Email 1 (in part) As a relative of a resident I also object to the proposed parking restrictions.</p> <p>Email 2 My reasons to the objection of the scheme: 1) loss of potential parking spaces is causing my mother terrible stress as parking is so difficult already and she is considering selling her car, which will leave her isolated. 2) loss of potential parking will make it more difficult for me and carers to visit, increasing isolation and loneliness</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions on St Giles Crescent and Cherry Garden Road would remove parking for road users.</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 can be allowed. Therefore, it is the aim of SEPP to</p>

	<p>3) many residents have complex health needs and need to park close to their properties as they cannot walk far</p> <p>4) cyril dowser court has insufficient parking already with 5 spaces for 23 flats, reducing available places will cause tension between neighbouring roads as everyone will be searching for a parking spot.</p>	<p>try and balance the needs of road users.</p> <p>Following the number of objections received, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend that 'the Proposal' is withdrawn.</p>
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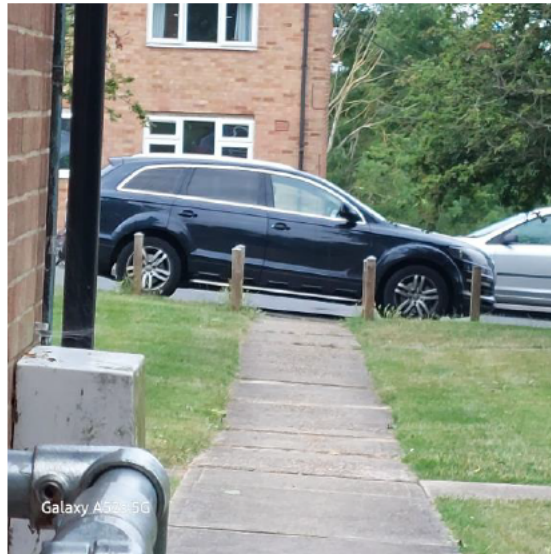
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APPENDIX 3
Photos

1. Images provided by resident of St. Giles Crescent (Ref 10)
St Giles Crescent



2. Images taken by SEPP Technician during Site Visits
St. Giles Crescent – December 2022



SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

14th FEBRUARY 2024 – 1.30 PM

AGENDA ITEM 8

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

Options
 The Joint Committee has the following options available:

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

Recommendation(s)

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

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

1.	Background
<p>1.1</p> <p>1.2</p> <p>1.3</p> <p>1.4</p> <p>1.5</p>	<p>The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:</p> <p>In 2020, an application from was received requesting ‘No Waiting at Any Time’ restrictions on the north side of Milton Road opposite Browning Road. This application was presented by Maldon District Council supported by Councillors Channer, Lagan and Stilts. The applicant stated that vehicles park on the bend of Milton Road causing obstruction and visibility issues in both directions and at the Browning Road junction. It is also stated that visibility is further hindered by the sharp bend leading to Masefield Road.</p> <p>Following the receipt of this application, the SEPP Technicians carried out several site visits. During the site visits conducted, vehicles were observed on several occasions parking on the bend of Milton Road, opposite the junction of Browning Road. On two occasions, two vehicles were observed meeting at the bend, resulting in them needing to reverse/manoeuvre to let a vehicle through. It is likely that parked vehicles belong to residents. Some properties in the area do not have off-street parking, such as those on Eliot Way. Milton Road forms part of a bus route; therefore, it is important to maintain free flowing traffic movement due to its function within the network.</p> <p>Therefore, following several discussions, it was agreed with the SEPP Joint Committee Member and Lead Officer for Maldon to cost a scheme to introduce ‘No Waiting at Any Time’ on Milton Road with the addition of a Bus Stop marking (‘the Proposal’). The purpose of ‘the Proposal’ is to maintain sight lines, access and better facilitate the passage of traffic for all road users and aid the pick-up and set down of passengers on local buses, helping to preserve the amenities of the area.</p> <p>Furthermore, the request for funding was agreed in May 2023 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £3,000. This cost could be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.</p>
2.	Relevant excerpts from SEPP Policy (Version 6 December 2020)

<p>2.1</p> <p>2.2</p>	<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>
<p>3</p>	<p>Traffic Regulation Order</p>
<p>3.1</p>	<p>The proposed Order was published in the Maldon and Burnham Standard on 29 June 2023. Additionally, public notices were erected on the affected parts of St. Giles Crescent and Cherry Garden Road. A number of properties in the affected area were also written to informing them of ‘the Proposal’. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry</p>
<p>3.2</p>	<p>When the Order was published on 29 June 2023, a 21-day period of formal public consultation commenced.</p>
<p>4</p>	<p>Comments</p>
<p>4.1</p> <p>4.2</p> <p>4.3</p>	<p>During the consultation five objections were received. Four comments were received in support and one general comment.</p> <p>Some of the concerns raised included:</p> <ul style="list-style-type: none"> • Issues regarding idling buses. • The removal of parking areas will cause difficulties for residents of Fambridge Road wanting to park. • Implementing ‘the Proposal’ will displace vehicles, causing possible issues on Fambridge Road (PR2 Route). • ‘The Proposal’ does not go far enough to restrict parking. <p>The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
<p>5</p>	<p>Conclusion</p>
<p>5.1</p>	<p>Some correspondents have made several points which lead them to believe ‘the Proposal’ should not be pursued in whole or part. However, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend proposed Order be made as advertised.</p>

List of Appendices

Appendix 1 – List of people making representations

Appendix 2 – Summary of objections or support and Technicians comments

Appendix 3 – Photos

APPENDIX 1

Ref.	List of people making representations	Type
1	Email from Integrated Passenger Transport Unit (Essex Highways) dated 28/06/2023	Support
2	Email from resident of Eliot Way dated 30/06/2023	Support
3	Emails from resident of Milton Road dated 02/07/2023	Objection
4	Online Submission from resident of Browning Road dated 08/07/2023	Support
5	Email from road users dated 11/07/2023 – 28/07/2023	Comment
6	Emails from residents of Milton Road dated 14/07/2023 – 20/07/2023	Support
7	Email from residents of Fambridge Road dated 17/07/2023	Objection
8	Email from resident of Wordsworth Avenue dated 18/07/2023	Objection
9	Email from resident of Fambridge Road dated 20/07/2023	Objection
10	Email from resident of Fambridge Road dated 20/07/2023	Objection

APPENDIX 2

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

Representations & responses relating to St. Giles Crescent and Cherry Garden Road, Maldon		
Ref	Representation -	Technician response -
1	<p>Email (in Part) The Dorset Rd, Viking Rd and Milton Road proposals we are supportive of as these will aid bus movements through these difficult residential areas.</p>	Support noted.
2	<p>I live at [REDACTED] Eliot way and I overlook a section of Milton road. I 100% fully support the proposed changes as ive seen near misses on numerous occassions . As a number of the people that park on Milton road live further in the estate such as Browning road, some also from further afield visiting the prom on busy days. Could it be discussed that permit holder parking is introduced on smaller roads such as Eliot way as parking is already at a premium. Also excessive speed is common on Milton road, as its a housing estate there is a lot of children in the area, could traffic calming measures be put in place?.</p>	<p>Support noted.</p> <p>The purpose of ‘the Proposal’ is to maintain sight lines, access and better facilitate the passage of traffic for all road users and aid the pick-up and set down of passengers on local buses, helping to preserve the amenities of the area.</p> <p>It is outside the remit of this scheme to consider the introduction of a permit scheme in adjacent roads. To investigate this, SEPP would need to receive a completed application form and evidence of support from local residents and councillors: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/request-a-new-parking-restriction/</p> <p>Requests for traffic calming measures falls under the remit of Essex Highways (Essex County Council, the Highway Authority). To request traffic calming measures in a road, residents should contact their Local Councillor for more information.</p>
3	<p>Labelled objection, also of concern. You’re proposing to place double lines on Milton Road (No</p>	Objection noted.

	<p>Waiting at anytime) please find attached a picture of a large vehicle which I would like clarification of where you propose they park if the double yellow lines are enforced, I'm concerned this vehicle in particular will be more of a hazard that it currently is.</p> <p>I would also like this road to be a no idle zone, I have attached a video of an early morning bus that remains with the engine running for nearly 15 minutes (this is one of around 8-10 all day) I'm not going to comment on the driver being on there phone while the engine running as I haven't taken this matter further with Essex Police and may choose not to do so.</p> <p>I would like double yellow lines if this to be enforced to be placed opposite the bus stop between number 4-6 Milton Road, currently If a car is parked between this area and the bus remains idle which tends to be for a long period of time there is not enough room for a larger vehicle to pass between both.</p> <p>Unfortunately I didn't live on this road when the bus stop was placed as I would have objected to this as it is opposite a driveway, carelessly placed in the first place especially when this is the first stop and the buses remains idle for some hours (at different intervals) all day/week.</p> <p>I have mentioned to the bus company to ensure their employees are not idle especially as I assume Essex would like to promote a greener way of living but unfortunately my comments/views have fallen on deaf ears.</p>	<p>Several lengths of Milton Road will remain unrestricted.</p> <p>Image included in Appendix 3</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>The issue regarding idling buses was forwarded to Integrated Passenger Transport Unit (Essex Highways). It was confirmed that the Bus Operator would be reminded of the legal arrangements for the use of a Bus Stop and that they should not leave the engine idling whilst awaiting the commencement of a journey.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p> <p>If the 'Proposal' proceeds, as with any new parking scheme, it will be monitored for its effectiveness.</p>
4	<p>I am email in response to the proposal to introduce double yellow lines on Milton Road and the whole house hold at this address (2 Browning road) are in full support of this proposal and believe it would make the road considerably safer.</p>	<p>Support noted.</p>
5	<p>Email 1 Re your current proposal for parking restrictions and Bus Stop markings in Milton Road Maldon. Whilst it is necessary to</p>	<p>Comment noted.</p> <p>Issues regarding buses at this location was directed to Integrated</p>

introduce these restrictions we feel you have not noted the main traffic problem in this road which is people parking continuously on the corner of Milton Road and Fambridge Road which is a major safety hazard when cars and buses turn into Milton Road some motorists at great speeds and then having to swerve to avoid the parked cars and ending up on the wrong side of the road into the path of oncoming traffic especially the buses. Some of these vehicles are left there over night and several days at a time. There are numerous occasions that vehicles are parked opposite the bus stop which blocks the road completely as this bus stop is being used as a bus terminal sometimes two buses at a time are lined up there and stopped for at least 10 minutes while the drivers get off for refreshments. Therefore it is our opinion that the yellow parking restrictions should be extended from the entrance to Milton Road to at least Browning road because at times the whole road is at a standstill in both directions and with the amount of parking makes this increasing dangerous and impossible for pedestrians and disabled as many of these vehicles are parked on the pavements. I trust you will considered these points carefully and reconsider your plans so the road will become a much safer passage through this very busy estate road and bus terminal.

Email 2

Thank you for your e mail regarding the proposal for yellow lines in Milton Road. I apologise for the delay in replying but we have been away. If you read my e mail you will see we have no objection to the proposal we were simply pointing out that the proposed yellow lines do not go far enough along the road to cover the safety aspect of cars parking on the corner of Milton Road and opposite a bus terminal where buses stop for several minutes at a time and drivers get out to have refreshments. When this happens the whole road is at a standstill. So we are asking if the double yellow lines which have been proposed can be extended from the corner of Milton Road through to

Passenger Transport Unit (Essex Highways). It was confirmed that the Bus Operator would be reminded of the legal arrangements for the use of a Bus Stop.

It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.

If the 'Proposal' proceeds, as with any new parking scheme, it will be monitored for its effectiveness.

The purpose of 'the Proposal' is to maintain sight lines, access and better facilitate the passage of traffic for all road users and aid the pick-up and set down of passengers on local buses, helping to preserve the amenities of the area.

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. Therefore, it is the aim of SEPP to try and balance the needs of road users. Some properties in the area do not have off-street parking, such as those on Eliot Way.

	Browning road which will include opposite the bus stop.	
6	<p>Email 1</p> <p>We are very much in favour of the proposed parking restrictions for Milton Road that have been suggested, but fear that it has not gone far enough.</p> <p>Our concerns are that yellow lines stop between the bus stop and the new suggested yellow lines from Collieridge Road. when cars park in this short area, which they do on a daily basis, mainly from other roads, namely Browning Road, it causes quite a congested area and is often dangerous due to parking on the end of the bend, the buses still have to pull out on the wrong side of the road to circumnavigate these obstacles and will hinder traffic coming out of Browning Road.</p> <p>Will car parking be allowed opposite the marked out bus terminal, where buses (sometimes two at a time) wait for their departure times. They can have rest times here for 10-15 minutes at a time. These buses run both ways through the estate from 5.30am to 11.00pm Monday to Friday and also at weekends. This parking if allowed can cause major snarl ups.</p> <p>We believe that yellow lines opposite the bus stop would alleviate this potential hazard.</p> <p>Also the junction of Milton Road and Fambridge Road is the main entry/exit from the Poets estate and cars parking close to Fambridge Road should also be considered a major hazard.</p> <p>The only real solution would be to put double yellow lines from Fambridge Road to Masefield/ Collieridge roads.</p> <p>I hope the above comments may be taken into account before there is a serious accident, which we have constantly stated to councillors for several years to date.</p>	<p>Support noted.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p> <p>If the 'Proposal' proceeds, as with any new parking scheme, it will be monitored for its effectiveness.</p> <p>Issues regarding buses at this location was directed to Integrated Passenger Transport Unit (Essex Highways). It was confirmed that the Bus Operator would be reminded of the legal arrangements for the use of a Bus Stop.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users. Some properties in the area do not have off-street parking, such as those on Eliot Way.</p>

	<p>Email 2</p> <p>We are in support of the proposed parking restrictions as published. We would also like to attend the committee meeting when the decision is made</p>	
<p>7</p>	<p>I write with reference to the proposed parking restrictions at the above locations in Maldon.</p> <p>I believe that the main result of the changes will be an increase in drivers using Fambridge Road to park. Fambridge Road is an important thoroughfare used by Emergency Services vehicles which travel at high speed along the road. A significant increase in the volume of parked cars will be hazardous for the drivers of Ambulances & Police cars, Buses etc as well as ordinary car drivers, cyclists and pedestrians, many of whom are young school children. It seems counter-intuitive to take parked cars off quiet side roads and relocate them onto one of the busiest roads in the town.</p> <p>Part of the rationale for the proposed changes relates to a perceived problem with sightlines in Lambourne/Milton. I have lived in Fambridge Road for 25 years and I am unaware of a single traffic accident in either Lambourne Grove or Milton Road in all that time; there have however been numerous collisions along Fambridge Road, with even stationary vehicles being struck. Ensuring clear sightlines in Fambridge Road would therefore seem to be a more important consideration if avoiding accidents is a priority.</p> <p>I hope you will take account off our objections,</p>	<p>Objection noted.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this will be. As with any new parking scheme, its effect will be monitored.</p> <p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p> <p>There have been no recorded Personal Injury Collisions on Lambourne Grove, Milton Road or the section of Fambridge Road in question during the last 3 years (between 03/06/2020 and 02/06/2023).</p> <p>The purpose of ‘the Proposal’ is to maintain sight lines, access and better facilitate the passage of traffic for all road users and aid the pick-up and set down of passengers on local buses, helping to preserve the amenities of the area.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users</p>

<p>8</p>	<p>We the residents of part of Wordsworth avenue have looked at your plans and would like you to consider reviewing as this is a very dangerous part of the establishment and before long there Will be a serious accident/incident Please advise if you require names and addresses from those looking for review</p>	<p>Objection noted.</p> <p>A drawing was included showing further highlighted sections of Milton Road and adjacent roads for review.</p> <p>The representee was notified that anyone who supports or objects to 'the Proposal' should send their comments in writing to the SEPP.</p> <p>It is outside the remit of this scheme to introduce additional restrictions. Additional restrictions would require a 21-day formal consultation. The SEPP Sub Committee can decide whether to re-advertise a scheme at this location.</p> <p>If the 'Proposal' proceeds, as with any new parking scheme, it will be monitored for its effectiveness.</p>
<p>9</p>	<p>Good morning, in respect of the above reference, parking restrictions on lambourne grove and Milton Road, as a local resident (Fambridge Road) I strongly object to the proposal, Lambourne grove being a no through road and Milton Road a less busy road than Fambridge Road are surely a better option for local residents to park than clogging the lower end of Fambridge Road which is a busy route through Maldon, police vehicles also use this route from their base at Maldon council offices, often with blue lights on emergency calls, more cars parked at the lower end of Fambridge are only going to cause more problems. The only vehicles using lambourne grove are residents, and while the handful of cars parked there may be an "inconvenience " to them, access is never compromised and individual drive ways never obstructed, placing double yellow lines will only lead to more traffic problems on Fambridge Road, with Maldon's ever increasing population where are local residents expected to park if restrictions are added to quiet, safe roads</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions on Lambourne Grove will remove parking for road users.</p> <p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>During the site visits conducted by SEPP Technicians, when vehicles park on the bend, access could be difficult for large vehicles.</p>

<p>10</p>	<p>I'm writing to object to the double yellow lines on Lambourne grove and Milton road.</p> <p>I live on Fambridge road and as recently passed driver it makes me nervous to think about having to park my car on Fambridge road where it gets extremely busy or worse parking it out of sight from my house where it's more likely to be stolen.</p> <p>More importantly, with the Plume school being located at the top of Fambridge road it gets extremely hectic at rush hours and so by removing places to park such as Milton road and Lambourne grove I believe it increases this danger a significant amount due to the increase in parked cars on Fambridge road this will lead to, making it impossible for emergency vehicles like ambulances and police cars to get down when needed to. Also with the school buses and parents dropping children off at the school this will be made a lot more difficult.</p> <p>Therefore I hope that Lambourne grove and Milton road will continue to be options for parking and I hope you can see how important this is for maintaining a safe road for all to use.</p> <p>Thank you for considering my objection</p>	<p>Objection noted.</p> <p>It is acknowledged that the introduction of further restrictions on Lambourne Grove will remove parking for road users.</p> <p>It is acknowledged that Fambridge Road is a PR2 Route within ECC Hierarchy of roads, therefore is important to maintain free flowing traffic movement due to its function within the network.</p> <p>The purpose of 'the Proposal' is to maintain sight lines and better facilitate the passage of traffic for all road users.</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 can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>During the site visits conducted by SEPP Technicians, when vehicles park on the bend, access could be difficult for large vehicles.</p>

APPENDIX 3
Photos

1. Image from Resident of Milton Road (Ref 3)
(Milton Road)



**2. Image taken by SEPP Technician during Site Visits
(Milton Road – January 2021)**



SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE
14TH FEBRUARY 2024 – 1.30 PM
AGENDA ITEM 9

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

Options
 The Joint Committee has the following options available:

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

Recommendation(s)

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

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

1.	Background
<p data-bbox="181 259 236 293">1.1</p> <p data-bbox="181 394 236 427">1.2</p> <p data-bbox="181 797 236 831">1.3</p> <p data-bbox="181 999 236 1032">1.4</p> <p data-bbox="181 1469 236 1503">1.5</p>	<p data-bbox="271 259 1388 360">The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:</p> <p data-bbox="271 394 1388 763">In 2022, an application from was received from Councillor Carlie Mayes (previous SEPP Joint Committee Member), requesting 'No Waiting at Any Time / No Loading at Any Time' restrictions on the junction of Viking Road and Dorset Road, Maldon. A letter of support was provided by County Councillor Jane Fleming, as well as the Head Teacher at Wentworth Primary School. Several other correspondences were provided from local residents regarding inconsiderate parking by parents. It was stated by the applicant that vehicles parking at the junction in question obstruct sightlines and therefore restrictions have been requested to ensure pedestrians can cross the road safely especially during school drop off and pick up times. There is a Bus Stop in Dorset Road and so it was hoped that that restrictions can allow Bus drivers to clearly see passengers getting on and off buses.</p> <p data-bbox="271 797 1388 965">Following the receipt of this application, the SEPP Technicians carried out several site visits. From the site visits conducted, it appears that parking issues relate to Wentworth Primary School, especially during pick-up times. At the site visit conducted during school pick up time, vehicles were parked on the bends of the junction, obstructing sightlines.</p> <p data-bbox="271 999 1388 1413">Consultation with ECC Passenger Transport confirmed that there are issues relating to access for buses in the wider area and that ECC / Essex Highways are currently investigating these. However, it was felt by the SEPP Joint Committee Member and Lead Officer for Maldon that a SEPP parking scheme is likely to reach fruition before a larger scheme by Essex Highways would be implemented. Therefore, following discussions, it was agreed with the SEPP Joint Committee Member and Lead Officer for Maldon to cost a scheme to introduce 'No Waiting at Any Time' on the junction of Viking Road and Dorset Road. Additionally, it was also agreed to include the adjacent junction off Viking Road ('the Proposal'). Loading restrictions were not to be included as they do not prohibit the setting down or picking up of passengers. The purpose of 'the Proposal' is to maintain sight lines at the junctions and access, as well as enforcing the Highway Code.</p> <p data-bbox="271 1469 1388 1610">Furthermore, the request for funding was agreed in May 2023 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £3,000. This cost would be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.</p>
2.	Relevant excerpts from SEPP Policy (Version 6 December 2020)

<p>2.1</p> <p>2.2</p>	<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>
<p>3</p>	<p>Traffic Regulation Order</p>
<p>3.1</p>	<p>The proposed Order was published in the Maldon and Burnham Standard on 29 June 2023. Additionally, public notices were erected on the affected parts of the roads. Copies of the draft Order were sent to a number of organisations including Essex Police, Essex County Council (Essex Highways, the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry</p>
<p>3.2</p>	<p>When the Order was published on 29 June 2023, a 21-day period of formal public consultation commenced.</p>
<p>4</p>	<p>Comments</p>
<p>4.1</p> <p>4.2</p> <p>4.3</p>	<p>During the consultation two objections were received. One comment was received in support and one general comment.</p> <p>Some of the concerns raised included:</p> <ul style="list-style-type: none"> • Lack of facilities for school transport. • The removal of parking areas will cause difficulties for nearby residents wanting to park. • Implementing ‘the Proposal’ could displace vehicles, causing other problems. • The existing parking restrictions are already ignored during School peak times. <p>The full details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.</p>
<p>5</p>	<p>Conclusion</p>
<p>5.1</p>	<p>Some correspondents have made several points which lead them to believe ‘the Proposal’ should not be pursued in whole or part. However, the SEPP Joint Committee Member and Lead Officer for Maldon, and SEPP Technicians recommend proposed Order be made as advertised.</p>

List of Appendices

Appendix 1 – List of people making representations.

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

Appendix 3 – Photos

APPENDIX 1

Ref.	List of people making representations	Type
1	Email from Integrated Passenger Transport Unit (Essex Highways) dated 28/06/2023	Support
2	Emails from resident of Dorset Road dated 27/06/2023 - 30/06/2023	Objection
3	Emails from local resident dated 28/06/2023 and 04/07/2023	Comment
4	Email from Essex and Suffolk DaRT / Arrow Taxis Essex Ltd / Arrow Group dated 29/06/2023	Objection

APPENDIX 2

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

Representations & responses relating to Viking Road, Dorset Road and Cumberland Avenue		
Ref	Representation -	Technician response -
1	<p>Email (in Part) The Dorset Rd, Viking Rd and Milton Road proposals we are supportive of as these will aid bus movements through these difficult residential areas.</p>	Support noted.
2	<p>Email 1 I live in the above named road and have today seen a notice on the lamp post about parking restrictions in the road. Could you please clarify exactly where the restrictions will be and how far they will extend, as the directional description is not clear. Also, has any consideration been given to the affect on residents? Obviously, the road is near a school and traffic at certain times of the day can be significant. These restrictions will force people to park further down the road moving the issue on and greatly impacting on residents. We have a disabled child so the inability to park our car near to our house will be dangerous and cause a huge issue for us. I hope you will be able to clarify this for me.</p> <p>Email 2 Further to my previous email I have considered the information and would like to object to the plans. I fully appreciate that parking is an issue in the area and could cause a concern over safety. However, I object for the following reasons:</p> <ul style="list-style-type: none"> • There are already double yellow lines at other junctions close to the school and they make no difference to the way people park at school times as they are constantly ignored • Although there is an issue with parking this is only twice a day on school days and is most acute at pick up time as 	<p>A plan was provided to the representee showing the extent of the proposal</p> <p>Objection noted.</p> <p>It is acknowledged that parking restrictions around Schools requires a concentrated enforcement presence. Unfortunately, it is not possible for SEPP Civil Enforcement Officers (CEOs) to attend every School to address parking issues, however introducing restrictions means that when the CEOs do attend, they can issue a Parking Charge Notice for vehicles parked in contravention. However, if the proposal proceeds, the area would be incorporated into a route undertaken by SEPP CEOs.</p> <p>If a vehicle is parked across an approved dropped kerb and obstructing the driveway a CEO can issue a Penalty Charge Notice (PCN) for obstruction of a dropped kerb, provided the vehicle is not parked in a designated parking place. Enforcement of this type will only take place if the resident of the property reports the obstruction to the SEPP.</p> <p>Specific parking issues can be reported on the website below: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/report-a-parking-issue/</p>

<p>drop off is slightly more staggered. Double yellow lines would restrict parking for residents at all times.</p> <ul style="list-style-type: none"> • There will still be the same number of cars needing to park and I believe the school intake is increasing. The addition of double yellow lines at the junction will extend the inconsiderate parking further down the road. This is already an issue as Dorset Road is a bus route and parents regularly park in a way that obstructs the bus. <p>I believe a better solution would be to use single yellow lines and have restrictions at certain times of day which do not impact the residents at evenings and weekends, also to only extend the restrictions on each side of the road as far as the bus stop. Or to have double yellows but not to extend them so far into Dorset road. This would still allow some space for parking but allow clearer sight lines at the junction. Ultimately, whatever you do will be ignored by those who feel it is their right to park near the school to collect their child, such as parking on the pavement on the corner. I would also be concerned that people may start to block driveways to try to get nearer.</p> <p>I hope my objections and reasoning are clear.</p>	<p>It is acknowledged that introducing 'No Waiting at Any Time' restrictions would remove parking for road users. 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. Therefore, it is the aim of SEPP to try and balance the needs of road users. Most of the affected roads would still remain unrestricted.</p> <p>It is acknowledged that displacement of vehicles may occur, however it is difficult to determine where this would be. As with any new parking scheme, its effect will be monitored. Additionally, ECC / Essex Highways are currently investigating issues relating to access for buses in the wider area.</p> <p>Rule 243 of the Highway Code states (in part): 'DO NOT stop or park.....near a school entrance...[or]...opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space'. 'The Proposal' has been designed in line with this rule to ensure sight lines, better facilitate the passage of traffic, including the local buses. This would apply to all Highway users, a concession cannot be made for residents to park in an unsuitable location.</p> <p>The SEPP Sub Committee can decide whether to implement the Order as advertised, reduce it, or withdraw it completely.</p>
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<p>3</p>	<p>Online Query With regard to the proposed 'no waiting at any time' restriction for the Maldon area specifically those for Cumberland Avenue, Dorset Road and Viking Road, there does not appear to be a map showing the proposed restrictions accompanying the PDF order on the website.</p> <p>Email 1 Many thanks for your reply. I had another look over the weekend and found the relevant map; I don't think it could have opened correctly when I first looked - my apologies.</p> <p>The only comment I would make about the proposed restrictions near to Wentworth Primary School in Maldon is that they will be no use unless they are enforced.</p> <p>I've attached two examples of poor parent parking just from one day last week. Parking around the junction of Dorset Road and Viking Road, and on the pavement, is commonplace. In the five years my son has attended the school, we have never seen anyone enforcing parking restrictions or regulations.</p> <p>Email 2 Many thanks for your comments. I appreciate that recourses are such that the CEOs are not able to attend all schools all of the time but if they could attend the Viking Road vicinity by Wentworth Primary School occasionally at 3pm that would be appreciated.</p> <p>In relation to the proposed 'no waiting at any time' restrictions, I have no objection and consider that the proposals would improve visibility and pedestrian safety at the relevant junctions.</p>	<p>Comments noted.</p> <p>The PDF document was checked and confirmed that the drawings were included. A plan was provided to the representee showing the extent of the proposal.</p> <p>If the proposal proceeds, the area will be incorporated into a route undertaken by our Civil Enforcement Officers (CEOs). Unfortunately, it is not possible for our CEOs to attend every School to address parking issues, however introducing restrictions means that when the CEOs do attend, they can issue a Parking Charge Notice for vehicles parked in contravention.</p> <p>Specific parking issues can be reported on the website below: https://www.chelmsford.gov.uk/parking-and-travel/parking-restrictions/report-a-parking-issue/</p> <p>Images mentioned included in Appendix 3</p> <p>The SEPP Enforcement Team were notified of the comments received.</p>
<p>4</p>	<p>While the proposed Order 202 is extremely logical and indeed necessary to reduce the growing traffic congestion and improve safety at many of the points covered, We are</p>	<p>Objection noted.</p> <p>It is outside the remit of the Proposal to include Bus/Taxi/Minibus</p>

concerned that in some way it might work against other factors in what is trying to be achieved, and would ask that this other factor might be considered in the plans, specifically around safeguarding and the schools roads restrictions.

In order to achieve real results in climate change, we of course need people to do more walking and cycling, especially in regard to the school journeys. However, this is not always practical or even possible for some families, if they live a way from the school without safe walking route, especially for the younger children, or, as is quite common with some of the schools detailed, SEN student's needs have to be accommodated.

Essex County Council IPTU have a number of contracts for SEN students, which are often operated by Taxis and Minibuses, which need to stop close to the school in order for the student to be safely supervised onto the school premises. At some of the schools detailed in the proposals, there would now be no facility for this to take place. This might mean, that some Taxis etc, would need to find parking a substantial distance from the school, and walk the children to and from the school, which among other problems including behavioral issue students, would increase Operator and ECC costs for SEN transport.

In addition, as part of our mutual drive towards Net Zero (as detailed in our 'Maldon Green' proposals), we have been and are working towards trying to reduce private car movements at school times, by combining students into minibus/DRT runs, which has the potential to reduce car movements by between 10 and 40 movements per day, per minibus. However, the Bus, Taxi or Minibus driver still needs to park sufficiently close to the school, so as to, at least, observe the students entering the school, and in some cases, actually hand over the student in person, to school staff. Without this, many parents would not have the confidence to keep their car at home, and put their children on the Bus/Minibus.

As such, I would put forward the suggestion, that where there is

provisions.

It should be noted the pick-up and set down of passengers is permitted on yellow lines. Taxis are also permitted to stop in a bus stop clearway to pick up or set down passengers.

SEPP CEOs may use discretion when dealing with School Transport. However, it is important that drivers park in a sensible and safe manner.

<p>no existing Bus/Taxi/Minibus bay at certain schools, such a bay might be provided, or alternatively, an exempt vehicle 'white list' might be used, as in in force in other places, so that Buses, Taxis and minibuses might be occassioned the ability to do their job properly and safely, and help reduce the volume of car movements, in keeping with MDC's and ECC's strategies. We fully support the proposals in all other respects.</p>	
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APPENDIX 3
Photos

1) Images provided by Local Resident (Ref 3)
(Dorset Road / Viking Road junction)



SOUTH ESSEX PARKING PARTNERSHIP SUB COMMITTEE

14th FEBRUARY 2024 – 1.30 PM

AGENDA ITEM 10

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

Options
 The Joint Committee has the following options available:

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

Recommendation(s)

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

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

1.	Background
1.1	The purpose of this Order is to amend The Essex County Council (Maldon District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:
1.2	In 2021, an application from was received requesting 'No Waiting at Any Time' restrictions on the junction of B1021 Station Road and Queens Road, Burnham-on-Crouch. The application was supported by Councillor Vanessa Bell (Burnham South Ward) who stated that they experienced a near-miss at this junction due to obstruction. No petition was provided as the application was completed during the COVID-19 pandemic. The applicant stated that vehicles park too close to the junction which obstruct sightlines.
1.3	Following the receipt of this application, the SEPP Technicians carried out several site visits. During all the site visits conducted, vehicles were observed parking within 10 metres of the B1021 Station Road / Queens Road junction, causing of obstruction of sightlines, especially when exiting Queens Road onto B1021 Station Road. It was also observed that vehicles park on the Queens Road / Albert Road junction within 10 metres. Therefore, was recommended by the SEPP Technician that restrictions be proposed on both junctions of Queens Road in line with rule 243 of the Highway Code.
1.4	Following the assessment, it was agreed with the SEPP Joint Committee Member and Lead Officer for Maldon to cost a scheme for 'No Waiting at Any Time' on both junctions of Queens Road ('the Proposal'). The purpose of 'the Proposal' is to maintain sight lines at the junctions and access, as well as enforcing the Highway Code.
1.5	Furthermore, the request for funding was agreed in December 2021 to proceed with the necessary Traffic Regulation Orders. The cost of the scheme was estimated at £2,000. This cost would be reduced if incorporated with other roads in Maldon to publish one Traffic Regulation Order.
2.	Relevant excerpts from SEPP Policy (Version 6 December 2020)
2.1	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.'
2.2	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.'

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

APPENDIX 1

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

APPENDIX 2

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

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

<p>you are proposing the restrictions) and walk most of the way back up Queens Road to my house.</p> <p>I understand the reason for the potential restrictions, however, if a 10 meter 'no waiting at anytime' is placed at either end of this road, then an already challenging parking situation caused by the situation stated above will be made almost impossible and become a parking lottery-a carparking equivalent of beach towels on the sun loungers on holiday would ensue! The cars unable to park in the road that the owners live in would then need to find parking in the surrounding roads causing further parking problems and potential new sight line issues.</p> <p>Worse, the cars on the end of Station Road would park along the high street creating a new issue of restricted road size for cars and especially lorries that deliver to Tesco e.t.c.</p> <p>I would like to place my objection to this proposal and ask that a different proposal be put forward. Does it need to be 10 meters or could 5 meters or less suffice? This way sight lines are not restricted and parking is not too badly affected or alternatively parking permits for road residents.</p> <p>I look forward to the outcome of this issue and hope a solution can be found to please all parties.</p>	<p>provision is therefore a concession and, however desirable, should not be at the expense of the purpose of the highway. Where it is safe and desirable parking can be allowed. Therefore, it is the aim of SEPP to try and balance the needs of road users.</p> <p>It can be difficult to fully establish exactly where displacement of vehicles could occur. However, if implemented, as with any new scheme, its effect would be monitored.</p> <p>When the SEPP Sub Committee meet, they will decide if the proposal is to be implemented as advertised, reduced, or withdrawn.</p>
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APPENDIX 3
Photos

1) Images taken by SEPP Technicians during Site Visits

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



(Albert Road / Queens Road junction – March 2021)

