

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

WEDNESDAY 14TH FEBRUARY 2024 – 3.15PM

AGENDA ITEM 7

Subject	THE ESSEX COUNTY COUNCIL (CHELMSFORD CITY) (PROHIBITION OF WAITING, LOADING AND STOPPING) AND (ON-STREET PARKING PLACES) (CIVIL ENFORCEMENT AREA) (AMENDMENT NO.56) ORDER 202* Relating to Church End Lane, Runwell
Report by	South Essex Parking Partnership Manager

Enquiries Contact Nick Binder - South Essex Parking Partnership Manager 01245 606303 / nick.binder@chelmsford.gov.uk
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Purpose To report the receipt of representations made on part of The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.56) Order 202*

Options The Joint Committee has the following options available: 1. to agree that the proposed Order be made as advertised. 2. to agree that the proposed Order be made subject to modifications which result in less restrictive provisions or reduced scope; or 3. to agree that the proposed Order should not be made.
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Recommendation(s) 1. The Order 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.
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1. <u>Background</u> The purpose of this Order is to amend The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) Consolidation Order 2019 as set out below:

1.1	The SEPP received a completed application form on 19 July 2022 from the Property Management Company that manage Homeholly House Retirement Home. The applicant requested 'No Waiting' restrictions on Church End Lane from the entrance to Homeholly House up to the roundabout on Swan Lane/Brock Hill. The request is to prevent vehicles parking inappropriately on Church End Lane causing visibility issues, congestion and conflict between vehicles and pedestrians. These issues are particularly heightened during school drop off/pick up times. The application contained a petition with 10 signatures and also the support of Cllr Geoff Redway.
1.2	Following receipt of the application the SEPP carried out a number of site visits. During the site visits conducted no instances of dangerous or obstructive parking were observed outside of school drop off/pick up times. During school drop off/pick up times vehicles were observed to be causing congestion and obstruction to passing vehicles and pedestrians. It was noted that the vehicles were parked half on the road and half on the pavement. Double Yellow Lines were implemented in Runwell Gardens and on its junction with Church End Lane on 23/08/2021 which is thought to have resulted in some displaced parking. It was felt restrictions are required to improve safety, traffic flow, aid sight lines and prevent conflict between vehicles and pedestrians.
1.3	It has been agreed with the SEPP Joint Committee Member and Lead Officer for parking matters for Chelmsford to cost a scheme to propose 'No Waiting at Any Time' restrictions on Church End Lane from the entrance to Homeholly House up to and including its junction with Swan Lane/Brock Hill. The cost of the scheme is estimated at £2,500 but will be reduced if incorporated with other roads in Chelmsford to publish one Traffic Regulation Order.
1.4	The request was placed before the South Essex Parking Partnership Joint Committee for funding. It was agreed at the meeting to proceed with the necessary Traffic Regulation Order.
1.5	<p>SEPP Policy - 1.6</p> <p>It is acknowledged that all requests for a parking restriction will carry some form of merit and may be beneficial to the particular area. The requests will be submitted for a variety of reasons and depending on the circumstance will be considered as a high or low funding priority to the Partnership. As the amount of funding available for new schemes is limited it is the intention of this policy to provide a criteria, which if met, will be considered a high priority scheme for the Partnership and therefore stand a greater chance of receiving the available funding. Schemes that do not meet all the criteria can still be progressed and considered by the Joint Committee, but schemes with a higher priority will take precedence. All schemes will be subject to available funding.</p> <p>SEPP Policy - 7.1</p> <p>The SEPP will receive all parking restriction requests that do not meet the criteria of ECC safety and congestion policies, detailed above. Although these schemes do not meet the ECC criteria the Partnership may decide to implement parking restrictions to improve safety and sight lines, if the Partnership consider that the restriction will be beneficial to the area.</p>
1.6	The Order was originally published in the Essex Chronicle and on site on 5 th October 2023, and copies of the Draft Order were sent to a number of organisations including Essex Police, Essex County Council (the highway authority), Essex Fire & Rescue Service, Essex Ambulance Service, the Road Haulage Association, the Freight Transport Association, and the Chamber of Commerce and Industry.
1.7	When the Order was published on 5 th October 2023 a 21-day period of formal public consultation commenced.
2	<u>Comments</u>

2.1	The details of the representations are summarised in Appendix 2 to this report together with the comments of the Technicians.
3	<u>Conclusion</u>
3.1	Although the correspondents have made a number of points which lead them to believe the Order should not be pursued in whole or part, the SEPP Joint Committee Member, Lead Officer and Technicians consider that none of them are of sufficient weight to warrant the Order not being made.
<u>List of Appendices</u>	
Appendix 1 – List of people making representations	
Appendix 2 – Summary of objections or support and Technicians comments	

APPENDIX 1

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

APPENDIX 2

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

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

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