

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

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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 to agree that the proposed Order be withdrawn in its entirety.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 The proposed Order should be withdrawn in its entirety.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>1.1</p> <p>1.2</p> <p>1.3</p> <p>1.4</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 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>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>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>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 onloading 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>

	<ul style="list-style-type: none"> • Sufficient space is needed for visitors and health care workers to park. • Reconsidering vehicle ownership; if parking becomes too difficult and residents decide to give up their car, this will leave residents socially isolated and unable to easily access doctors and shops, hospital visits etc. <p>A solution should be sought to improve parking facilities for the residents rather than reduce it.</p>	<p>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>
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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) cyrill 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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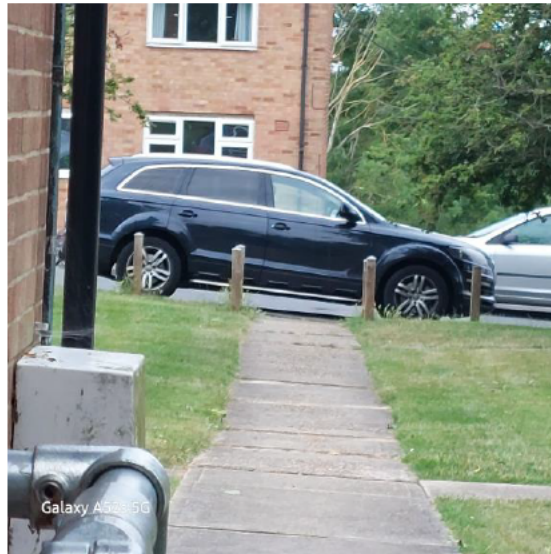
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APPENDIX 3
Photos

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

