

NEPP Group Manager COA

The Essex County Council (Braintree District) (Permitted Parking and Special Parking Area) (Amendment No. 66) (Order) 2016

ACTION TAKEN BY CHIEF OFFICER	NORTH ESSEX PARKING PARTNERSHIP	
	Action by GROUP MANAGER NORTH ESSEX PARKING PARTNERSHIP under delegated powers	
Office Ref./Originator's name/File number 20085, 20012, 20105 & 20106	Telephone: 01206 282708 Email: parking@colchester.gov.uk	
TRAFFIC REGULATION ORDER I hereby authorise the sealing of the Traffic Regulation Order as detailed below: DETAILS OF THE NOTICE District: Braintree Location: Stepfield, Moss Road, Wheaton Road, Perry Road, Freebournes Road, Crittall Road, Eastways, Laburnham Way, Yew Close, Elderberry Gardens, Mulberry Gardens, Cypress Road, Forest Road, Greenfields, St Peters Close, St Peters Road, Toulmin Road, St Andrews Road, Barleyfields	Finance: 5543 2000 RU03 Decision Ref: NEPP/TRO/34/2016/RW	
<p>The Essex County Council (Braintree District) (Permitted Parking and Special Parking Area) (Amendment No. 66) Order Notice of Intention was advertised on 21st April 2016. Details of the proposals can be found below</p> <p>Objections have been received regarding proposals on the Witham Industrial Estates. Brief descriptions of these are given below but copies of the objections can be found in Appendix I, copies of the maps associated with the proposals and the statement of reasons can be found in Appendix II, with a revised proposal for Eastways in Appendix III. Support/comments on proposals can be found in Appendix IV.</p>		
Signature(s)	Date(s)	Designation(s)
Originating Officer		Parking Technical Manager
Concurring Chief Officer <i>Proceed as usual</i> 	18/01/2016	<i>Richard Walker</i> GROUP MANAGER Chief Officer In exercise of delegated powers on behalf of NEPP JPC

Details of Proposals

- 1- To introduce no waiting at any time restrictions on the following lengths of road in the District of Braintree

Stepfield	(i)	Both sides from its junction with Freebournes Road west for 21 metres
Moss Road	(i)	Both sides from its junction with Freebournes Road west for 20 metres
Wheaton Road	(i)	Both sides from its junction with Freebournes Road west for 18 metres
Perry Road	(i)	Both sides from its junction with Freebournes Road south for 13.7 metres
Freebournes Road	(i)	West side from a point 30 metres north of its junction with Moss Road to a point 36 metres south of its junction with Moss Road
	(ii)	West side from a point 20.8 metres north of its junction with Stepfield to a point 18.8 metres south of its junction with Stepfield
	(iii)	West side from a point 18.2 metres north of its junction with Wheaton Road to a point 18 metres south of its junction with Wheaton Road
	(iv)	West side from a point 79 metres south of its junction with Wheaton Road south for 40 metres
	(v)	North side from a point 122 metres west of its junction with Perry Road east for 38 metres
	(vi)	South side from a point 122 metres west of its junction with Perry Road east for 34 metres
Crittall Road	(i)	Both sides from a point 115 metres north west from its junction with Colchester Road north west for 12.8 metres
	(ii)	South east side from a point 3 metres south west of the north eastern boundary wall of number 3 Crittall Road north east for 45 metres
	(iii)	North west side from a point 5 metres south east of the south western boundary wall of number 14 south east for 26.5 metres
	(iv)	South east side from a point 66 metres north east of the north eastern boundary wall of number 3 Crittall Road north east for 58.8 metres
Eastways	(i)	North east side from a point from a point opposite the north eastern boundary of numbers 1-4 north west for 10.5 metres
	(ii)	South east side from a point 5 metres north of its junction with Rosewood Business Park north east and then south east to the end of the carriageway (a distance of approximately 26.6 metres
	(iii)	North west side from a point opposite 3 metres south west of the junction to Waterside Business Park north east and then north west to the end of the carriageway (a distance of approximately 150 metres
	(iv)	South east side from its southern entrance to Eastways Business Estate south west for 39.4 metres
	(v)	South east side from the northern entrance to Eastways Business Park north east to a point 19 metres north east of the entrance to the Waterside Business Park
	(vi)	South side from its junction with Waterside

	<p>Business park south east for 10 metres</p> <p>(vii) North west side from a point opposite 39.4 metres from the southern entrance to Eastways Business Estate north east for 69.6 metres</p> <p>(viii) Both sides from its first western junction from Colchester Road north west for 10 metres</p> <p>(ix) West side from its junction with Croft Way west for 12.5 metres</p> <p>(x) West side from a point 20 metres north of its junction with Croft Way south for 48 metres (to the end of the carriageway)</p> <p>(xi) East side from a point 20 metres north of the entrance to Swanbridge Industrial Park south for 37 metres</p> <p>(xii) North side from its junction with Swanbridge Industrial Park south for 21 metres</p> <p>(xiii) South side from its junction with Swanbridge Industrial Park south for 10 metres</p>
Laburnham Way	(i) Both sides from its junction with Forest Road west for 10 metres
Yew Close	(i) Both sides from its junction with Forest Road east for 11 metres
Elderberry Gardens	(i) Both sides from its junction with Forest Road south east for 10.5 metres
Mulberry Gardens	(i) Both sides from its junction with Forest Road south east for 9.5 metres
Cypress Road	(i) Both sides from its junction with Forest Road south east for 8 metres
Forest Road	<p>(i) West side from a point 22.5 metres north of the junction with Laburnham Way to a point 12.7 metres south of that junction</p> <p>(ii) East side from a point 27.7 metres north of the junction with Yew Close to a point 13 metres south east of that junction</p> <p>(iii) North side from a point 30 metres south west of the entrance to the Electricity Sub Station south west for 21 metres</p> <p>(iv) East side from a point 11.9 metres south west of the entrance to the Electricity Sub Station to a point 14.2m metres north east of the entrance of that entrance</p> <p>(v) West side from a point opposite the north eastern boundary of number 20 Forest Road to a point 3 metres north west of the south eastern boundary wall of number 54 Forest Road</p> <p>(vi) Both sides from its junction with the Electricity Sub Station north west for 9.6 metres</p> <p>(vii) South side from a point 12 metres west of its eastern junction with Cypress Road to a point 16.5 metres north east of its junction with Mulberry Gardens</p> <p>(viii) North west side from a point 8.5 metres south of its eastern junction with Cypress Road to a point 21 metres north of that junction</p> <p>(ix) From its eastern junction with Cypress Road both sides for 8.4 metres in a north west direction</p>
Greenfields	(i) Both sides from a point 15 metres south from its junction with Pasture Road south for 3 metres
St Peters Close	(i) Both sides from a point 43.8 metres from its junction with Hills Close south west for 1.2 metres

2. To revoke no waiting No Waiting Mon-Fri 11.30am-12.30pm on the following lengths of Road in the District of Braintree

Toulmin Road	(i)	Both sides from a point 10 metres north-west of its junction with New Road, in a generally north-westerly direction for a distance of 123 metres, to a point in line with the boundary between property numbers 21 and 22 Toulmin Road
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3. To introduce Resident Permit Holder only parking (Zone 29) between 10am and 4pm Monday to Friday on the following length of road in the District of Braintree. All residencies in Toulmin Road will be entitled to apply for up to two resident permits and unlimited visitor permits. Full details of current permit prices can be obtained from the North Essex Parking Partnership. Contact details can be found in the How to Object section of this notice

Toulmin Road	(i)	North east side from a point 10 metres north-west of its junction with New Road for a distance of 100.0 metres
	(ii)	South west side from a point 10 metres north-west of its junction with New Road for a distance of 140 metres

4. To revoke no waiting 1 pm to 2 pm Monday to Friday and introduce no waiting at any time in the following lengths of road in the District of Braintree

St Andrews Road	(i)	South side from a point 10 metres north-east of its junction with Mortimer Road, in a north-easterly direction for a distance of 35 metres
	(ii)	North side from a point a point 10 metres south-west of its junction with Strutt Close south west for 22 metres
	(iii)	North side from a point 10 metres north-east of its junction with Strutt Close, in a north-easterly direction for a distance of 11 metres

5. To introduce Resident Permit Holders only (Zone 28) between 10am and 4pm Monday to Friday on the following lengths of road in the District of Braintree. All residencies in Barleyfields and Greenfield and all properties currently in Zone 28 will be entitled to apply for up to two resident permits and unlimited visitor permits. Full details of current permit prices can be obtained from the North Essex Parking Partnership. Contact details can be found in the How to Object section of this notice

Barleyfields	(i)	Both sides from a point 8 metres north west of its junction with Greenfield north west and then north east for its entire length
Greenfield	(i)	North west side from a point 10 metres south west of its junction with Barleyfields south for its entire length
	(ii)	North east side from a point 10.4 metres north of its junction with Barleyfields to a point 18 metres from the junction with Pasture Road
	(iii)	East side from a pint 18 metres from its junction with Pasture Road to a point opposite the northern boundary of number 28 Greenfield
	(iv)	East side from a point 34 metres south of the northern boundary of number 28 Greenfield south west and then south for its entire length

6. To introduce Limited Waiting Mon-Sat 8am-6pm 2 Hours No return within 4 Hours on the following lengths of road in the Braintree District

St Peters Road	(i)	South side from a point 114.5 metres from its junction
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St Peters Close		with The Causeway northwest for 34 metres
	(i)	West side from a point 3.5 metres from its junction with Hills Close south west for 7 metres
	(ii)	West side from a point 16.8 metres from its junction with Hills Close south west for 14.5 metres
	(iii)	West side from a point 33.3 metres from its junction with Hills Close south west for 10.5 metres

7. To revoke No Waiting Mon-Sat 8am-6pm on the following length of road in the District of Braintree

St Peters Close	(i)	East side from a point 43.8 metres from its junction with Hills Close south west for 1.2 metres
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8. To revoke Parking for Goods Vehicles Not Exceeding 16.5T Mon-Fri midnight-7am and 7pm-midnight and Sat and Sun on the following lengths of road in the District of Braintree

Freebournes Road	(i)	West side from a point from a point 20.8 metres north of its junction with Stepfield south for 14 metres
	(ii)	West side from the southern kerb line of Stepfield Road south for 18.7 metres

Objections

Prior to the proposals for restrictions on the Witham Industrial Estates the NEPP had received comments and encouragement from groups supporting the introduction of waiting restrictions on the estates. Additional support was received during the consultation process which can be found in Appendix IV. Nonetheless, objections were received from inside the industrial estates and these are detailed below.

Objection A comes from a depot supervisor at one the companies on the estate. The objector is in favour of waiting restrictions but proposes additional waiting restrictions near the entrance of the company premises to enable large vehicles to enter/exit more easily without vehicles being parked in the area.

Objection B argues that the proposals will be detrimental to the area as it reduces the amount of on street parking which, it is argued, will affect businesses on the estate. The objector goes on to request a new road layout with increased on street parking.

Objection C suggests that the proposals are anti-jobs, anti-workers and anti-business. Whilst the correspondence does not give specific reasons for objecting, it is assumed the objector does not agree with the loss of on-street parking places and the possible affect this will have on estate workers and businesses.

Objection D advises that there should be additional waiting restrictions on both sides of the carriageway to prevent lorries parking on the pavement on both sides of the road, making it "very hazardous for pedestrians to negotiate as in most cases their only option is to walk onto the road..."

The correspondence in objection E suggests that the proposals "completely disregard the needs of businesses along this estate". The objector goes on to suggest that there is no justification for implementing restrictions on Eastways estate and not elsewhere.

Objection F is from an estate worker who travels to work by car. The objection concerns the loss of on-street parking available and the problems this may cause the businesses and their workers, similarly objection G argues that the area is an industrial estate and "therefore you will always have lorries and cars parking here". The objector continues by arguing that the loss of parking will have a negative effect on the businesses on the estate and Witham as a whole.

Objection H is from a worker on Eastways estate. They argue that if they cannot park on the road there is no alternative parking available. The objector suggests that alternative parking for workers should have been found before the proposal was made.

Objector I fears that the proposed restrictions will be disruptive to the business he works for as it will prevent goods vehicles waiting to be loaded or unloaded and would prevent drivers taking required rests from driving. He also suggests that many employees commute to work and need somewhere to park.

Objector J commutes to work and argues that the proposed restrictions will cause for commuters and businesses operating on the estate

Objector K writes to ask where the local authority expects people to park if the restrictions are introduced. The objector goes on to suggest that if the restrictions are introduced it could lead to companies leaving the estate and job losses.

In objection L it is suggested that the proposals would restrict the companies' ability to function as there is not enough allocated parking. The objector suggests that a solution would be for the companies on the estate to contribute to an area of land being re-designated for parking and resurfaced.

Objection M is from a worker who commutes to the estate. The objector argues that the restrictions will make the estate inaccessible to workers which will have a negative effect on the businesses. The objector suggests the proposals are short-sighted.

Objector N argues that Eastways is an industrial area where the parking does not affect residents. The objector suggests there is nowhere else in Witham for the vehicles to park.

Objector O advises that there are not sufficient parking spaces at the businesses nor is there public transport that specifically supports the estate. The objector goes on to suggest an area that could be used for parking before criticising Council planning.

Objector P suggests that an additional junction area should have been included in the waiting restrictions proposals.

Objection Q suggests that the proposals could result in the company being forced to relocate from the Witham area. The objection also advises that there are no alternative parking spaces offered and informs that the company has instructed its legal advisors to investigate the legality of the decision.

Objector R does not believe that the proposals should be introduced without alternative parking places being offered.

Objector S suggests an alternative area near to the businesses premises in Wheaton Road is also restricted in addition to the current proposals

Objector T argues that the people who work on the industrial estates need to be park somewhere and that not all the businesses can supply adequate parking facilities. The objector suggests that there may be displacement of vehicles into residential streets but if the estates are left unrestricted the only people affected will be those working there rather than the general public. Objector adds that it will be more difficult for businesses to expand if they cannot provide parking.

Objections R and S both request further restrictions on the estate in addition to those in the proposals

In view of the objections that have been received officers have revisited the proposals and removed two areas of proposed no waiting in Eastways, which is designed to allow additional parking. The new proposal can be found in Appendix III

Parking Partnership Group Manager Decision

Witham Industrial Estates:

Passed as varied.