

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 60003, 60042, 60043, 60048, 60069 & 60098	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: Epping Forest Location: High Road, Loughton Way River Road Castle Street Park Avenue Potter Street Sewardstone Road Carrisbrook Close	Finance: 5543 2000 RU03 Decision Ref: NEPP/TRO/26/20/RW Report Published: 18 September 2015 Decision Date: 25 September 2015	
<p>On 12th March, The Essex County Council (Epping Forest District) (Permitted Parking and Special Parking Area) (Amendment No.44) Order Notice of Intention was advertised. Details of the proposals can be found below along with descriptions of objections that have been received and officer recommendations.</p> <p>Redacted copies of the objections that have been received are available on request.</p>		
Signature(s)	Date(s)	Designation(s)
Originating Officer		Parking Technical Manager
Concurring Chief Officer		Chief Officer In exercise of delegated powers on behalf of NEPP JPC

Proposals

EFFECT OF THE ORDER:

1. To revoke No Waiting Mon-Sat 9.30am-6.30pm restrictions on the following length of road in the District of Epping Forest (remove from schedule 1 of the 2008 Order)

Road	Description
High Road-Chigwell	North west side from a point 70.5 metres south west of the boundary of numbers 195/197 for a distance of 24.0 metres in a north easterly direction South east side from a point 103.5 metres south west from a point opposite 6.0 metres south west of the common boundary of The Lanterns & number 193 High Road for a distance of 24.0 metres in a north easterly direction

2. To introduce No Waiting Mon-Fri 1pm-2pm restrictions on the following length of road in the District of Epping Forest (add to schedule 1 of the 2008 Order)

Road	Description
High Road-Chigwell	North west side from a point opposite the common boundary of 124/126 High Road for a distance of approximately 426.8 metres in a south westerly direction South east side from a point opposite the common boundary of 124/126 High Road for a distance of approximately 425.5 metres in a south westerly direction
Loughton Way-Buckhurst Hill	North west side approximately 11.5 metres from the junction with Roding View in a south westerly direction to a point in line with the common boundary of 56/58 Loughton Way
River Road-Buckhurst Hill	North side from a point in line with the common boundary of 9/11 River Road for a distance of approximately 49.0 metres in an easterly direction

3. To revoke No Waiting Mon-Sat 8am-6pm on the following length of road in the District of Epping Forest (remove from schedule 1 of the 2008 Order)

Road	Description
Castle Street-Ongar	North side from the junction with the High Street for a distance of approximately 43.0 metres in an easterly direction South side from the junction with the High Street for a distance of approximately 91.0 metres in an easterly direction

4. To introduce No Waiting At Any Time on the following lengths of road in the District of Epping Forest (add to schedule 1 of the 2008 Order)

Road	Description
Castle Street-Ongar	North side from the junction with the High Street for a distance of approximately 43.0 metres in an easterly direction
Castle Street-Ongar	North side 97.0 metres from the junction with the High Street for a distance of approximately 71.0 metres in an easterly direction South side from the junction with High Street for a distance of approximately 100.0 metres in an easterly direction
Park Avenue-Potter Street	Both sides from the junction with London Road for a distance of 15.0 metres in an easterly direction
London Road-Potter Street	East side from the junction with Park Avenue for a distance of 10.0 metres in a northerly direction East side from the junction with Park Avenue for a distance of 9.0 metres in a southerly direction
Sewardstone Road-Waltham Abbey	Both sides 18.5 metres north from the northern boundary of Hillview for a distance of 75.0 metres in a southerly direction
Carrisbrook Close-Epping	North western side from a point opposite the south eastern boundary of number 28 for a distance of approximately 30.0 metres in a south westerly direction South eastern side from a point approximately 35.5 metres from the junction with Kendal Avenue for a distance of 16.0 metres in a south westerly direction

5. To introduce Resident Permit Holders Only Mon-Sat 9am-5pm (Zone J) on the following length of road in the District of Epping Forest. The following residential properties will be able to purchase permits for Zone J, numbers 29-49 Station Road- odds inclusive (add to schedule 41 of the 2008 Order)

Road	Description
Carrisbrook Close- Epping	South western side from the common boundary of numbers 45/47 Station Road for a distance of approximately 19.0 metres in a north westerly direction

Objections

River Road

One objection has been received. The objector argues that restrictions have already lead to urbanisation of the area as a significant number of houses now have paved front gardens to allow parking and the new proposals will encourage more residents to do this which will increase the risk of flooding. The objector also argues that the restrictions should apply at different times to allow residents to park.

Officer Recommendation

The restriction is designed to prevent commuter parking. There has been only one objection which suggests that most residents are unconcerned by the proposals. It is therefore recommended that the proposal progresses as advertised.

Group Manager Decision:

High Road

One objection has been received. The objector suggests that no illegal parking takes place in the area that is being restricted and the parking situation in general would be improved by the remarking of current yellow lines in the road and nearby areas such as Brook Parade.

Officer Recommendation

The restriction is considered necessary to prevent commuter and school based parking in this area of Chigwell. Remedial action will be taken in the areas that the objector has advised need to be maintained but, this is a different issue to the proposed restriction. In view of this it is recommended that the order is progressed as advertised.

Group Manager Decision :

Potter Avenue and London Road

Two objections have been received to the proposals. The proposed restrictions would introduce no waiting restrictions on a junction, as parked cars around the junction reduce sight lines for other motorists and pedestrians. Objector A criticises the proposal, although it does not appear that the objector fully understands the powers that the North Essex Partnership does and does not have in regard to parking by motorists where there are no traffic regulation orders in place. Nonetheless, the objector does suggest that the proposals will have the effect of moving vehicles to other areas of London Road. The objector goes on to suggest possible solutions to the commuter problem which could not be introduced via the amendment that was advertised. Objector B also suggests that the proposals will encourage vehicles to park in other areas and at the junction with Latton Street.

Officer Recommendation

The proposed restrictions are not designed to solve a commuter problem in the area. This would require wide ranging restrictions to prevent the displacement of vehicles into other areas and any restrictions would also apply to residents as well as commuter vehicles. The restrictions that have been advertised are designed to prevent parking around a junction for safety reasons. It is therefore recommended that the proposal is progressed as advertised

Group Manager Decision :

Carrisbrook Close

The proposal has generated eight objections. Details of the objections are shown below.

Objector A objects because the proposals would allow space for eight vehicles but there are more residents vehicles and some residents would not be able to park at certain times.

Objector B objects as they wish to see the permit parking area extended to also cover the area by the side to of the garages rather than the proposed yellow lines. However, this may lead to vehicles with permits blocking the entrance to the garages

Objector C objects as 14 properties will be offered permits, which is more than the number of spaces available.

Objector D objects as they feel the proposal will cause issues between residents due to the pressure on the limited number of parking spaces available. The objector suggests areas where three other parking spaces could be found.

Objector E objects as they suggest one additional parking space could be found and that properties 29, 31 and 33 should not be included in the scheme catchment area as there is off-street parking with those properties

Objector F argues that the advertised times of the restriction are too long and could be reduced to solve the commuter parking issues. The objector also argues that not enough properties are included in the scheme catchment area as some properties in Kendal Avenue also use the area to park in

Objector G has made a detailed objection, a redacted copy is available in the appendix. However, the objector argues that there would be a shortfall of parking spaces and, if forced to choose between the current arrangements and the proposals would prefer the current situation. The objector suggests ways that additional permit spaces can be found by reducing the length of the no waiting restrictions or reducing the time of the no waiting restrictions to one hour a day

Objector H writes in to support the arguments put forward by Objector G.

Officer Recommendation

It is clear that there is a commuter issue in the area. Whilst it would be relatively easy to prevent commuter parking, it is not clear that any proposal that is introduced will satisfy the parking needs of residents and their visitors as there appears to be a shortfall of spaces. A lesser waiting restriction of, for example, 10 – 11am would not prevent parking for nearby shops or for the station after the restriction has finished (as has been observed to happen in other roads in Epping). The length of no waiting restrictions could be shortened near the garages but that would lead to the risk that access to them is not available at all times and it is not clear that this would provide a sufficient number of spaces. A limit on the number of permits issued is unlikely to be popular in two or more vehicle

households. In the circumstances, it is recommended that the proposal is not progressed as this stage.

Group Manager Decision :