

## **NEPP Group Manager COA**

The Essex County Council (Epping  
Forest District) (Permitted Parking and  
Special Parking Area) (Amendment  
No. 50) Order 2016

<b>ACTION TAKEN</b>  <b>BY</b>  <b>CHIEF OFFICER</b>	<b>NORTH ESSEX PARKING PARTNERSHIP</b>	
	Action by <b>GROUP MANAGER NORTH ESSEX PARKING PARTNERSHIP</b>  under delegated powers	
Office Ref./Originator's name/File number <b>60052, 60065, 60071, 60106 &amp; 60121</b>	Telephone: 01206 282708 Email: parking@colchester.gov.uk	
<b>TRAFFIC REGULATION ORDER</b>  I hereby authorise the sealing of the Traffic Regulation Order as detailed below:  <b>DETAILS OF THE NOTICE</b>  <b>District: Epping Forest</b>  <b>Location: Trent Road, Warren Court, Hoe Lane, Albert Road, Oak Lodge, Manor Road, Oak Lodge, Lower Queens Road, Grange Crescent, Millwell Crescent, Great Oaks, Smarts Road, High Road &amp; High Lane</b>		<b>Finance: 5543 2000 RU03</b>  <b>Decision Ref: NEPP/TRO/36/2016/RW</b>
<p>The Essex County Council (Epping Forest District) (Permitted Parking and Special Parking Area) (Amendment No. 50) Order Notice of Intention was advertised on 28th April 2016. Details of the proposals can be found below.</p> <p>Objections have been received about three of the proposals. These are outlined below and copies can be found in appendix I. Maps showing the proposals and the statement of reasons can be found in appendix II. Correspondence commenting on the proposals is in appendix III whilst letters of support for the proposals can be found in appendix IV.</p>		
Signature(s)	Date(s)	Designation(s)
Originating Officer		Parking Technical Manager
Concurring Chief Officer <i>Progress in part.</i> 	18/07/2016	<b>Richard Walker</b> <i>Group Manager</i> Chief Officer  In exercise of delegated powers on behalf of NEPP JPC

## Details of Proposals

1. To introduce Permit Holders Only Mon-Fri 10am-4pm (Zone K) on the following lengths of road in the District of Epping Forest (add to schedule 42 of the 2008 Order)

Road	Description
Trent Road-Buckhurst Hill	North west side 10.0 metres south west from the junction with Church Road for a distance of 13.5 metres south west  North west side 32.5 metres south west from the junction with Church Road for a distance of 16.5 metres south west  North west side 53.5 metres south west from the junction with Church Road for a distance of 10.5 metres south west  The residents of the following properties may apply for a maximum of 1 permit per property & unlimited visitor permits: Numbers 1-8 Trent Road inclusive.

2. To introduce Permit Holders Only Mon-Fri 10am-4pm (Zone C1) on the following length of road in the District of Epping Forest (add to schedule 42 to the 2008 Order)

Road	Description
Warren Court-Chigwell	North side 14.5 metres east from the junction with Mount Pleasant Road to a point 10.8 metres north from the junction with Manor Road  The residents of the following properties may apply for a maximum of 1 permit per property & unlimited visitor permits: Numbers 1-30 Warren Court inclusive.

3. To introduce Permit Holders Only (Zone L) on the following lengths of road in the District of Epping Forest ( add new schedule 48a to the 2008 order)

Road	Description
Hoe Lane-Abridge	West side 46.5 metres south from the junction with The Poplars for a distance of 53.7 metres south  West side 104.8 metres south from the junction with The Poplars for a distance of 16.4 metres south  West side 132.5 metres south from the junction with The Poplars for a distance of 23.5 metres south  West side 166.3 metres south from the junction with The Poplars for a distance of 32.8 metres south  The residents of the following properties may apply for a maximum of 2 permits per property & unlimited visitor permits: Numbers 2-32 Hoe Lane inclusive.

4. To introduce Permit Holders Only (Zone L) & Limited Waiting 2 Hours No Return 2 Hours on the following length of road in the District of Epping Forest (add new schedules 48a & 35a to the 2008 Order)

Road	Description
Hoe Lane-Abridge	West side 22.5 metres south from the junction with The Poplars for a distance of 24.0 metres south  The residents of the following properties may apply for a maximum of 2 permits per property & unlimited visitor permits: Numbers 2-32 Hoe Lane inclusive.

5. To Introduce Permit Holders Only Mon-Fri 10am-4pm (Zone M) 1 Hour Limited Waiting No Return 2 Hours on the following length of road in the District of Epping Forest ( add new schedule 30a to the 2008 Order & add schedule 42 to the 2008 order)

Road	Description
Albert Road (service road between Sycamore & 9-20 Lower Queens Road)-Buckhurst Hill	North side 9.5 metres west from the junction with Albert Road (main carriageway) to a point level with the east facing boundary wall of 1-13 Sycamore  North side from the west kerb line for a distance of 5.3 metres east  West side for its entire length  South side 9.5 metres from the junction with Albert Road (main carriageway) for its entire length

6. To revoke No Waiting At Any time and replace with No Waiting/ No Loading At Any time on the following lengths of road in the District of Epping Forest (remove from schedule 1 of the 2008 order and add to schedule 15 of the 2008 order)

Road	Description
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Albert Road (service road between Sycamore & 9-20 Lower Queens Road)-Buckhurst Hill	Both sides 9.5 metres west from the junction with Albert Road (main carriageway)
Albert Road-Buckhurst Hill	West side from a point level with the southern boundary wall of St Stephens Church for a distance of 24.2 metres south
Oak Lodge Avenue-Chigwell	North east side 9.4 metres south east from the junction with Manor Road
Manor Road-Chigwell	South east side 12.4 metres north east from the junction with Oak Lodge Avenue

7. To revoke No Waiting/No Loading At Any time and re-introduce No Waiting/No Loading At Any time on the following lengths of road in the District of Epping Forest (remove from schedule 15 of the 2008 order and place back into schedule 15 of the 2008 order)

Road	Description
Manor Road-Chigwell (service road serving 165-153)	South west side 7.0 metres south east from the junction with Manor Road (main carriageway) North west side 12.7 metres south east then north east from the junction with Manor Road (main carriageway)
Manor Road-Chigwell (service road serving 165-153)	South east side 3.0 metres south west from the junction with Grange Crescent North west side 3.0 metres south west from the junction with Grange Crescent
Grange Crescent-Chigwell	North east side 15.5 metres south east from the junction with Manor Road South west side from the junction with Manor Road to a point level with the south east facing boundary wall of 167 Manor Road
Manor Road-Chigwell	South east side 9.0 metres north east from the junction with Grange Crescent

8. To revoke Limited Waiting Mon-Fri 1 Hour No Return 2 Hours 8am-6pm and replace with Limited Waiting 8am-6pm 2 Hours No Return 2 Hours on the following length of road in the District of Epping Forest (remove from schedule 39 of the 2008 order and add new schedule 29a to the 2008 Order)

Road	Description
Manor Road-Chigwell (service road serving 165-153)	South east side from a point level with the north east facing boundary wall of 165 Manor Road for a distance of 46.2 metres south west North west side from a point level with the boundary of 157/159 Manor Road for a distance of 30.0 metres north east

9. 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
Millwell Crescent-Chigwell	North side from a point level with the south facing boundary wall of 26 Millwell Crescent for a distance of 80.3 metres west then north
Mount Pleasant Road-Chigwell	South east side 2.0 metres south west from the south west facing boundary wall of 40 Mount Pleasant Road for a distance of 24.5 metres south west then south east North east side 7.6 metres north east from the junction with Great Oaks West side 6.7 metres south from the junction with Great Oaks North west side 28.0 metres north west from the junction with Manor Road
Great Oaks-Chigwell	South west side 5.5 metres north west from the junction with Mount Pleasant Road North east side 5.7 metres north west from the junction with Mount Pleasant Road
Manor Road-	South west side 16.0 metres south west from the junction with Millwell Crescent (west entry)

Chigwell	South west side 10.0 metres north east from the junction with Millwell Crescent (east entry) for a distance of 60.3 metres north east
	South west side from the junction with Millwell Crescent (west entry) for a distance of 37.0 metres north east
	South west side from the junction with Millwell Crescent (east entry) for a distance of 20.5 metres south west
Manor Road-Chigwell	North west side 10.0 metres north east from the junction with Mount Pleasant Road (west entry) for a distance of 83.2 metres north east
	North west side from the junction with Mount Pleasant Road (east entry) for a distance of 69.7 metres north east
Warren Court-Chigwell	South side from a point 15.0 metres east from the junction with Mount Pleasant Road to a point 15.8 metres north from the junction with Manor Road

10. To revoke No Waiting At Any time & replace with No Waiting At Any time on the following lengths of road in the District of Epping Forest (remove from schedule 1 of the 2008 order and place back into schedule 1 of the 2008 Order)

Road	Description
Millwell Crescent-Chigwell	South west side 10.0 metres south east from the junction with Manor Road (west entry)
	North east side 9.8 metres south east from the junction with Manor Road (west entry)
	South west side 9.8 metres south east from the junction with Manor Road (east entry)
	North east side 10.2 metres south east from the junction with Manor Road (east entry)
Oak Lodge Avenue-Chigwell	South west side 10.4 metres south east from the junction with Manor Road
Grange Crescent-Chigwell	North east side 15.5 metres south east from the junction with Manor Road for a distance of 173.0 metres south east
Warren Court-Chigwell	West side 10.8 metres north from the junction with Manor Road
	East side 15.8 metres north from the junction with Manor Road
	North side 14.5 metres west from the junction with Mount Pleasant Road
	South side 15.0 metres west from the junction with Mount Pleasant Road
Mount Pleasant Road-Chigwell	North east side from the junction with Manor Road for a distance of 20.8 metres north west (east entry)
	South west side from the junction with Manor Road for a distance of 28.0 metres north west (east entry)
	Both sides from the junction with Manor Road for a distance of 10.0 metres north west (west entry)
Manor Road-Chigwell	South east side 37.0 metres north east from the junction with Millwell Crescent (west entry) for a distance of 25.8 metres north east
	North west side 10.0 metres south west from the junction with Mount Pleasant Road (west entry) to a point 10.0 metres north east from the same junction
	South west side 10.0 metres north east from the junction with Millwell Crescent (east entry)
	South west side 7.3 metres south west from the junction with Oak Lodge Avenue
	North west side 8.8 metres south west from the junction with Mount Pleasant Road (east entry)
	North west side 9.5 metres north east from the junction with Warren Court

11. To revoke Pay & Display Mon-Sat 9.30am-5pm Maximum Stay 1 Hour and replace with Pay & Display Mon-Sat 9.30am-5pm Maximum Stay 1 Hour & Taxis Only 8pm-Midnight & midnight to 6am on the following lengths of road in the District of Epping Forest (remove from schedule 52 of the 2008 order and add new schedule 54a to the 2008 Order & add schedule 52 to the 2008 order)

Road	Description
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Smarts Lane access road (side of 126 High Road)-Loughton	South side 8.0 metres east from the junction with Smarts Lane for a distance of 17.2 metres east
Smarts Lane-Loughton	East side from a point level with the north east facing corner of Forest Hall for a distance of 20.0 metres north

12. To revoke No Waiting At Any time and replace with No Waiting 6am-8pm & Taxis Only 8pm-Midnight & midnight to 6am on the following length of road in the District of Epping Forest (remove from schedule 1 of the 2008 order and add new schedules 9a & 54a to the 2008 Order)

Road	Description
High Road-Loughton	North west side 2.7 metres south west from the junction with Smarts Lane service road for a distance of 22.5 metres south west

13. To revoke Loading Only and replace with Loading Only 6am-8pm & Taxis Only 8pm-Midnight & midnight to 6am on the following length of road in the District of Epping Forest (remove from schedule 27 of the 2008 order and add new schedule 54a to the 2008 Order and add schedule 27 to the 2008 order)

Road	Description
High Street-Epping	North west side 9.5 metres south west from a point level with the south east facing corner of 179 High Street

14. To revoke No Waiting Monday Midnight-6pm & Limited Waiting 9am-5.30pm 1 Hour No Return within 3 Hours Tues-Sat and replace with Limited Waiting 9am-5.30pm 1 Hour No Return within 3 Hours Tues-Sat & Taxis Only 8pm-Midnight & midnight to 6am & No Waiting Monday 6am-6pm on the following length of road in the District of Epping Forest (remove from schedule 9 & schedule 38 of the 2008 order and add new schedules 9b & 54a to the 2008 Order and add schedule 38 to the 2008 order)

Road	Description
High Street-Epping	North west side 15.0 metres south west from a point level with the south east facing corner of 183 High Street

## Objections

### Mount Pleasant/Grange Crescent

Objection A suggests that there are not enough restrictions proposed.. This will allow motorists to continue to park all day in the remainder of the roads.

Objection B is from a resident of a nearby road who asks questions about the proposal and advises that they are most concerned about the displacement of commuter vehicles into currently unrestricted areas. Objection B (ii) is from a resident who advises that they have been told to write in by their co-ordinator (Objector B) who argues that there are safety and commuter issues to consider.

Objection C is similar to objection B in that the objector is concerned with displacement of vehicles into nearby roads. The objector is also concerned about a perceived lack of consultation – this is despite the resident making an objection during the consultation process.

Objection D advises that the introduction of waiting restrictions will prevent vehicles parking on pavements but will also increase the number of commuter vehicles parking on the road. The objector goes on to suggest a no waiting restriction of one hour with possible resident permit scheme – as long as the permits are free of charge to residents.

Objector E explains that they are concerned about the effect that no waiting at any time restrictions would have on Oak Park Lodge and instead suggests a one hour waiting restriction for an hour in the afternoons.

Correspondence F is from a resident who does not wish to object to the restrictions but advises that any restrictions will not make any real difference due to a lack of enforcement. The resident is also disappointed that no restrictions are proposed in Oak Lodge Avenue.

## **Trent Road**

A small resident permit parking scheme in Trent Road was proposed with a catchment area of numbers 1-8. Objections G – L concern this proposal, this includes a petition (H) and reply from the Buckhurst Hill Parish Council. These objections suggest that whilst the proposal would solve parking issues for those properties in the scheme, it would make the parking situation worse for other areas nearby. It is suggested that the proposal does not progress in its current form but instead a proposal for a wider permit zone is drafted and advertised at a later date.

Objection M is from a Councillor who wishes to object because the proposal as it is 10 – 4 Monday to Friday. The Councillor thinks that the restrictions should be at all times.

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## **Warren Court**

The proposal was for resident permit holders on one side of the road with no waiting at any time on the southern side, along with no waiting junction protection.

Objection O is sent on behalf of the Warren Court Residents Association. The objection suggests that the proposals will reduce the amount of parking spaces available for residents by 50%. It is suggested that the value of the properties in Warren Court will be reduced and make the properties more difficult to sell in the future. The objection advises that many of the properties are family homes which are not suited to the proposal of one permit per property. The writer continues by advising that no consideration has been given to the nearby shops and where the staff will be able to park. It is suggested that a solution of controlled parking for commuters could be introduced but with a permit scheme that would allow residents to park at any time.

The objector advises that on Tuesday 10<sup>th</sup> May the Fire Brigade was able to get their appliance down the road to an incident in one of the garages in Warren Court. If there was agreement that emergency services could get down the road when parking on both sides of the carriageway takes place there would be an easier solution to the problem by introducing a permit restriction on both sides of the carriageway. Unfortunately, the correspondence received from the fire service suggests that the parked vehicles are causing access problems for emergency services (response in appendix IV).

Objection P suggests that the proposals will cause chaos as residents will only be able to park on one side of the carriageway. The objector goes on to suggest that "We will be paying for the luxury of NOT finding a parking space".

Objector Q argues that the proposals are excessive, and that a one hour restriction would correct the commuter parking issues whilst still allowing patients to continue to visit the nearby dentists.

Objections R – F1 appears to be a standard letter that has been signed by businesses close to Warren Court. The objection explains that the proposals will result in a loss of on-street parking spaces for customers and staff which, it is suggested, would make trading nearly impossible for some of the businesses. The objections explain that they have seen the letter from the residents association and argue that a one hour restriction would prevent commuter parking and so keep access clear (it is not explained what would happen when most residents returned in the evenings). The objections suggest that no waiting restrictions on the bends in Warren Court would allow emergency services access (to pass with ease).

Appendix III contains correspondence which can be considered as comments rather than objections. These contain letters from Councillors about the proposals and the possible widening of Warren Court carriageway by the LHP if residents are prepared to allow the sale of land that they own.

Appendix IV contains correspondences supporting the proposals.

**Parking Partnership Group Manager Decision:**

**Mount Pleasant/Grange Hill**

Program as advertised. Scheme for free flow of traffic and sight lines at junction.  
(Other restrictions mentioned should be brought forward as separate requests.)

**Warren Court**

Program as advertised.

**Trent Road**

Do not program at this time  
more information required and bring forward wider scheme  
as detailed, to be decided separately, as one new scheme all  
together.