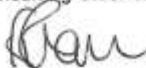


NEPP Group Manager COA

The Essex County Council
(Epping Forest District)
(Permitted Parking and
Special Parking Area)
(Amendment No 49) Order
2016

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| 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 60110, 60117, 60119, 60120 & 60123 | 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: Hillcrest Way, Aldercroft Drive, Pancroft, Woodland Road, The Drive, Field Close, Fir Trees, New Farm Drive, Sewardstone Road, Pentlow Way, Loughton Way, London Road, Hillyfields, Chester Road, Pyrles Lane, Hillcroft, B172, The Green, Woburn Abbey Merlin Way, Poplar Row | | Finance: 5543 2000 RU03 Decision Ref: NEPP/TRO/35/2016/RW |
| <p>The Essex County Council (Epping Forest District) (Permitted Parking and Special Parking Area) (Amendment No. 49) 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 the proposals in The Green, Merlin Way, London Road and Hillcrest Way. Brief descriptions of these are outlined in the report. Appendix I contains copies of the objections that have been received whilst Appendix II contains maps showing the restrictions and the statement of reasons. Other correspondence commenting on the proposals can be found in Appendix III.</p> | | |
| Signature(s) | Date(s) | Designation(s) |
| Originating Officer | | Parking Technical Manager |
| Concurring Chief Officer  | 18/07/2016 | RICHARD WALKER Group Manager Chief Officer In exercise of delegated powers on behalf of NEPP JPC |

Details of Proposals

1. To revoke No Waiting Mon-Fri 10am-4pm restrictions and replace with No Waiting At Any time on the following length of road in the District of Epping Forest (remove from schedule 18 of the 2008 Order and add to schedule 1 of the 2008 order)

| Road | Description |
|----------------------|---|
| Hillcrest Way-Epping | South east side 15.8 metres from the junction with Bower Hill for a distance of 78.1 metres in a north westerly then south westerly direction |

2. To introduce No Waiting Mon-Sat 7am-7pm restrictions on the following length of road in the District of Epping Forest (add new schedule 5a to the 2008 Order)

| Road | Description |
|-------------------------|---|
| Alderwood Drive-Abridge | North side 11.2 metres west from the junction with Field Close for a distance of 39.9 metres west North side 9.5 metres east from the junction with Field Close to a point 12.5 metres south east from the junction with Alderwood Close |
| Pancroft-Abridge | North west side 8.0 metres south west from the junction with Fir Trees for a distance of 27.5 metres south west North west side 10.8 metres north east from the junction with Fir Trees to a point opposite the boundary of number 30/31 Pancroft North west side from the south west boundary wall of 28 Pancroft for a distance of 65.0 metres north east then north North west side 9.5 metres south west from the junction with New Farm Drive for a distance of 58.5 metres in a south westerly direction |

3. To revoke No Waiting Mon-Sat 9.30am-6.30pm and replace with No Waiting At Any time on the following length of road in the District of Epping Forest (remove from schedule 13 of the 2008 Order and add to schedule 1 of the 2008 order)

| Road | Description |
|------------------------|--|
| Woodland Road-Loughton | Both sides from the junction with The Drive for a distance of 11.0 metres north east |
| The Drive-Loughton | North west side from the junction with Woodland Drive for a distance of 8.2 metres north west North west side from the junction with Woodland Drive for a distance of 7.2 metres south east |

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 |
|-------------------------|--|
| Field Close-Abridge | Both sides from the junction with Alderwood Drive for a distance of 8.5 metres north North west side 11.2 metres south west from the junction with Field Close |
| Alderwood Drive-Abridge | North west side 9.5 metres north east from the junction with Field Close West side 12.5 metres south from the junction with Alderwood Close West side 8.5 metres north from the junction with Alderwood Close |
| Alderwood Close-Abridge | South side 6.5 metres west from the junction with Alderwood Drive North side 5.5 metres west from the junction with Alderwood Drive |
| Fir Trees-Abridge | Both sides 9.9 metres north west from the junction with Pancroft |
| Pancroft-Abridge | North west side for a distance of 8.0 metres south west from the junction with Fir Trees North west side for a distance of 10.8 metres north east from the junction with Fir Trees North west side opposite the boundary of 30/31 Pancroft to a point level with the boundary of 51/52 East side opposite the boundary of 51/52 Pancroft to a point opposite the south west boundary of 28 Pancroft |

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| | <p>North west side for a distance of 9.5 metres south west from the junction with New Farm Drive</p> <p>South east side for a distance of 9.3 metres south west from the junction with New Farm Drive</p> |
| New Farm Drive-Abridge | <p>North west side for a distance of 7.0 metres north west from the junction with Pancroft</p> <p>North west side for a distance of 7.3 metres south east from the junction with Pancroft</p> |
| Sewardstone Road-Waltham Abbey (Northfields Garden Centre-main entrance) | <p>Both sides 10.0 metres north west from the junction with Sewardstone Road</p> |
| Pentlow Way-Loughton | <p>North east side for a distance of 35.0 metres south east from the junction with Loughton Way</p> <p>South west side for a distance of 10.0 metres south east from the junction with Loughton Way</p> |
| Loughton Way-Loughton | <p>South east side for a distance of 10.0 metres south west from the junction with Pentlow Way</p> <p>South east side for a distance of 26.0 metres north east from the junction with Pentlow Way</p> |
| London Road-Potter Street | <p>West side from the boundary of 1 & 2 Whalebone Cottages for a distance of 20.0 metres north</p> <p>West side 38.0 metres north from the boundary of 1 & 2 Whalebone Cottages for a distance of 20.0 metres north</p> <p>West side 76.0 metres north from the boundary of 1 & 2 Whalebone Cottages for a distance of 20.0 metres north</p> |
| Hillyfields-Debden | <p>South side opposite the western boundary wall of 55/57 for a distance of 26.5 metres west</p> <p>North side from the junction with Hillcroft for a distance of 35.3 metres east</p> |
| Hillyfields-Debden | <p>North side from the junction with Hillcroft for a distance of 11.7 metres west</p> <p>North side from the junction with Pyrles Lane for a distance of 17.0 metres west</p> <p>South side from the junction with Pyrles Lane for a distance of 16.0 metres west</p> |
| Chester Road-Debden | <p>North side from the junction with Pyrles Lane for a distance of 12.3 metres east</p> <p>South side from the junction with Pyrles Lane for a distance of 13.5 metres east</p> |
| Pyrles Lane-Debden | <p>West side from the junction with Hillyfields for a distance of 11.5 metres north</p> <p>East side from the junction with Chester Road for a distance of 10.5 metres north</p> <p>West side from the junction with Pyrles Lane for a distance of 16.8 metres south</p> <p>East side from the junction with Chester Road for a distance of 16.2 metres south</p> |
| Hillcroft-Debden | <p>West side from the junction with Hillyfields for a distance of 10.0 metres north</p> <p>East side from the junction with Hillyfields for a distance of 9.4 metres north</p> |
| B172-Theydon Bois | <p>North side from a point 10.0 metres west from the junction with The Green to a point 15.5 metres east from the junction with The Green</p> |
| The Green-Theydon Bois (Poplar Row end) | <p>North east side from the north eastern corner of 1 Green View for a distance of 12.5 metres south east</p> <p>North east side from the south east boundary of 7 Chestnut Cottages for a distance of 14.5 metres north west</p> |
| Woburn Avenue-Theydon Bois | <p>Both sides from the junction with The Green for a distance of 12.0 metres south west</p> |
| Loughton Lane-Theydon Bois | <p>North side from a point 10.0 metres west from the junction with The Green to a point 10.0 metres east from the junction with The Green</p> |

5. To introduce a Clearway Restriction (No Stopping At Any time) on the following length of road

in the District of Epping Forest (add to schedule 57 of the 2008 Order)

| Road | Description |
|------------------------|--|
| Merlin Way-North Weald | From the southern kerb line of Siskin Way to a point level with the northern boundary of 89 Blenheim Square a distance of 384.0 metres |

6. To revoke all current parking restrictions and replace with No Waiting At Any time on the following lengths of road in the District of Epping Forest (remove from schedule 4 of the 2008 order and add to schedule 1 of the 2008 order)

| Road | Description |
|------------------------|---|
| The Green-Theydon Bois | East side from the junction with Poplar Row for a distance of 10.5 metres north South west side from the junction with the B172 to the junction with Loughton Lane |
| The Green-Theydon Bois | North east side 72.5 metres south east from the junction with the B172 for a distance of 18.8 metres south east North east side from the junction with the B172 for a distance of 22.0 metres south east North east side 143.1 metres south east from the junction with the B172 for a distance of 50.8 metres south east |

7. To revoke No Waiting Mon-Fri 11am-12pm and replace with No Waiting At Any time on the following length of road in the District of Epping Forest (remove from schedule 2 of the 2008 order and add to schedule 1 of the 2008 order)

| Road | Description |
|-------------------------|---|
| Poplar Row-Theydon Bois | North west side from the junction with The Green for a distance of 10.0 metres in a north eastern direction |

Objections

Hillcrest Way

Objection A argues that the current restrictions work well in preventing commuter parking but to add additional times will simply inconvenience local residents without adding additional benefits to the restriction.

The second objector also argues that the current restrictions work well and goes on to suggest that the effect of additional restrictions would be to make the road busier as the carriageway would be free of parked vehicles most to the time. The objector indicates that the current restrictions allow some on street parking, which prevents commuters using the road as a pick up and drop off point near the Epping tube station. ✓

London Road

One objection has been received (C). The objector argues that the proposals will cause additional problems due to displacement of vehicles into the remaining unrestricted areas. The objector suggests an alternative restriction of 10 - 11.30am Monday to Friday. ✓

The Green

Objections D and E may be from the same person. Objection D is on behalf of two bus companies. The objection argues that the proposal will leave nowhere for the bus to pick up or set down passengers. Objection E argues that the current single yellow line restriction should not be altered to no waiting at any time due to the potential increase in traffic speed this may cause. The single yellow line also allows an area for residents to park for some of the day. The objector believes that the proposal "does not fully achieve its intention of free flowing traffic in a safe way and drastically reduces the parking amenity for those who live, work and worship in The Green (north)". The objector also outlines their own proposals and suggests working with the City of London to ask about the possibility of further off-road parking bays being created. ✓

Objection F comes from a resident of The Green. They argue that more restrictions are required on parts of The Green to ensure vehicles are removed and that there can be two lane traffic flows without vehicles being forced to mount the kerb to pass and repass. The second part of the objection argues that no waiting at any time restrictions should not be introduced in another part of The Green. However, it appears from the reasons given for this objection that the objector does not fully understand that motorists can stop on waiting restrictions to load and unload or set down and pick up passengers.

Objection G advises that the waiting restrictions should be extended further in order that the resident is not blocked into their property by commuters parking in an unrestricted area.

Objection H argues that areas that have been left unrestricted in the proposals should also have no waiting at any time restrictions introduced. This is suggested to help prevent vehicles parking and driving on the pavement.

Objection I is from a resident who argues that the no waiting restriction should be extended to improve motorists' sight lines as they travel around the bend.

Objection J is from a resident who suggests that the waiting restrictions should be extended to include the area on Woburn Avenue to the southeast boundary of Park Lodge. This is suggested to ensure that larger vehicles are able to travel along the carriageway.

Objection K again argues that the waiting restrictions should be extended as the current proposal would displace vehicles to areas outside properties where traffic flow will be reduced and emergency vehicles will not be able to pass.

Objection L is from a resident of The Green. The objector agrees that the restrictions are a good idea but suggests that the waiting restrictions should be extended to stop commuter parking on the north side as well.

Objection M is also from a resident who requests that the no waiting restriction is extended along the north side of the carriageway in addition to the areas in the proposal.

Objection N requests that the waiting restrictions are extended by 10 additional metres in the access road to enable the resident to reverse along the road, as they have no way of turning their motor home around.

Objection O is from a member of the public who has recently purchased a property in The Green. They argue that the proposals are unreasonable as, it is suggested, that it will cause residents more problems than they currently face. They suggest that the current one hour restriction on the south west side of the carriageway should not be altered.

The final objection concerning the proposals in The Green (P) is from a resident. They ask that the proposals are delayed until a possible resident permit scheme has been investigated and that the proposal for waiting restrictions in Woburn Abbey are reduced in length.

Merlin Way

This restriction has been proposed to prevent HGV. During the prioritisation process it was indicated that there would be funding available from Epping Forest District Council. One objection to the proposal has been received from Epping Forest District Council. The objection suggests that the proposed Clearway restrictions should be extended into a nearby residential area. A solution of a temporary order to cover the additional area, which would then be advertised as a permanent order, has been suggested by NEPP officers. Nonetheless, this suggestion has been declined by Epping Forest District Council officers as they are not in favour of a TTRO and a permanent order.

NEPP could re-advertise a permanent order at a later stage to cover the additional area or look at whether an alternative type of restriction may be appropriate. There is also alternative legislation that could be used to prevent HGVs parking overnight.

Parking Partnership Group Manager Decision:

Hillcrest Way

Implement as advertised for access and movement of traffic.

London Road

Implement as advertised.

The Green

Implement as advertised. Bus stops can be implemented separately or stopping to set down is permitted in some circumstances anyway. If more restrictions are required these should be considered separately.

Merlin Way

Implement as advertised. Additional restrictions to be considered separately.