

Summary sheet

Hatfield Broad Oak-school restriction

A site visit has been conducted following a request for restrictions/scheme.

A map has been included to highlight the area referred to. The map also highlights if there have been any recorded accidents via Essex County Councils Traffweb site in the particular road mentioned.

The map is colour coded and marked appropriately to illustrate the following;

Green symbol-slight accident
Blue symbol-serious accident
Red symbol-fatal accident

Photographs included are done so to highlight any issues encountered or witnessed and to illustrate the area mentioned.

Correspondence is also included which has led to our investigation and site visit.

Officer Recommendation/Observations

Photographs depict the road/restriction referred to in the report.

A traffic regulation order will need to be formally introduced to enable enforcement to be carried out at the applicable times.

It is envisaged that due to the nature of the request and the fact that school restrictions promote safety, there would be very little opposition to the formal introduction of the legal traffic regulation order in this case.



Area referred to

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| Features | |
|-------------------------------------|-----------------------------|
| <input type="checkbox"/> | Motorway (PR1) |
| <input type="checkbox"/> | Trunk Road (PR1) |
| <input type="checkbox"/> | Strategic Route (PR1) |
| <input type="checkbox"/> | Main Distributor (PR1) |
| <input type="checkbox"/> | DBFO (PR1) |
| <input type="checkbox"/> | Radial Feeder (PR1) |
| <input type="checkbox"/> | Secondary Distributor (PR2) |
| <input type="checkbox"/> | Link Road (PR2) |
| <input type="checkbox"/> | Fixed Site |
| <input type="checkbox"/> | Red Light Site |
| <input type="checkbox"/> | Speed Camera |
| <input checked="" type="checkbox"/> | Slight Accidents |
| <input checked="" type="checkbox"/> | Serious Accidents |
| <input checked="" type="checkbox"/> | Fatal Accidents |
| <input type="checkbox"/> | Accidents |

- Find Street
Find street
high street hatfield broad oak
Clear Find

+ Date Range



Shane Taylor

On TRO

From: Susan Barker Member CC [Susan.Barker@essex.gov.uk]
Sent: 27 February 2012 12:47
To: Shane Taylor
Subject: Fw: HBO zig zags

Can we add this to list please

From: [REDACTED]
To: Susan Barker Member CC
Sent: Mon Feb 27 10:45:28 2012
Subject: Re: HBO zig zags

Make sure the zig zags outside St Mary's School in HBO have the necessary traffic order to make them enforceable.

You were going to make sure it was on the list for action by ECC.

Thanks

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

On 27 Feb 2012, at 10:31, Susan Barker Member CC wrote:

Have lost the plot on this. What are you wanting. / expecting me to do at this point

From: [REDACTED]
To: Susan Barker <susanbarker99@hotmail.co.uk>; Susan Barker Member CC
Sent: Thu Feb 23 20:01:45 2012
Subject: HBO zig zags

Reminder!

[REDACTED]
[REDACTED]

Click [here](#) to report this email as spam.

This email (including any attachments) is intended only for the recipient(s) named above. It may contain confidential or privileged information and should not be read, copied or otherwise used by any other person unless express permission is given. If you are not a named recipient, please contact the sender and delete the email from your system. It is the recipient's responsibility to ensure that appropriate measures are in place to check for software viruses.

28/02/2012

This email (including any attachments) is intended only for the recipient(s) named above. It may contain confidential or privileged information and should not be read, copied or otherwise used by any other person unless express permission is given. If you are not a named recipient, please contact the sender and delete the email from your system. It is the recipient's responsibility to ensure that appropriate measures are in place to check for software viruses.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Prioritisation Methodology

Viability

12 points

| | |
|-----------------------------------------------------------|----------|
| Contribution to economic development | 6 points |
| Sustainability - doesn't contribute to displacement | 6 points |

Finance

10 points

| | |
|-----------------------------------------------------|----------|
| Support from budget | 4 points |
| Support from local budget | 3 points |
| Supports the hierarchy of routes (TRO Policy) | 3 points |

Impact

28 points

| | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Parking regularly occurs with 10-15 metres of site | 4 points |
| Personal injury collision recorded | 7 points |
| Parking has been contributory factor in personal injury | 12 points |
| Location is a Conservation Area, or Parking is significantly visually intrusive, or Scheme significantly contributes to: noise quality improvement, or air quality improvement | 5 points |

Accessibility

18 points

| | |
|------------------------------------------------------|----------|
| Parking inhibiting emergency services etc | 7 points |
| Parking close to school, hospital etc | 5 points |
| Parking conflict residents / non-residents etc | 3 points |
| Long-term parking restricts short-term etc | 3 points |

Localised congestion

20 points

| | |
|-----------------------------------------------------|----------|
| Parking causes localised congestion | 5 points |
| Parking causes congestion in peak periods etc | 7 points |
| Parking in a traffic sensitive street | 3 points |
| Parking occurs on a bus route etc | 5 points |

Enforcement

12 points

| | |
|----------------------------------------------|----------|
| Parking occurs during day | 3 points |
| Parking of a long duration | 4 points |
| Parking close to existing restrictions | 5 points |

Maximum Score

100 points

Note: The engagement and consultation issues have been withdrawn from the revised scoring methodology as these occur at the decision points in the process. In a similar way, consultation is a part of the wider process.

Summary sheet

Market Place-Saffron Walden

A site visit has been conducted following a request for restrictions/scheme.

A map has been included to highlight the area referred to. The map also highlights if there have been any recorded accidents via Essex County Councils Traffweb site in the particular road mentioned.

The map is colour coded and marked appropriately to illustrate the following;

Green symbol-slight accident
Blue symbol-serious accident
Red symbol-fatal accident

Photographs included are done so to highlight any issues encountered or witnessed and to illustrate the area mentioned.

Correspondence is also included which has led to our investigation and site visit.

Officer Recommendation/Observations

Photographs depict the area referred to in the report.

The highlighted section indicated on the enclosed Traffweb map includes Market Hill, King Street, Cross Street, Market Street, Market Place and Market Row, essentially Saffron Walden town centre.

The area is currently classed as a restricted zone (no waiting at any time) in the aforementioned streets with a timed loading ban primarily in place during peak business hours which prevents obstruction and promotes the flow of traffic.

There are numerous bays for the use of visitors/shoppers/taxis/blue badge holders and goods vehicles during these peak times when parking is controlled for reasons already mentioned.

During off peak times, many of the bays, including the free limited waiting area referred to as Market Place offer a generous amount of spaces to town centre users.

Blue badge holders are also able to park in the general area after 5pm when the loading ban is lifted.

A more concise map is enclosed and the area referred to, including the restrictions present is highlighted by a black border.

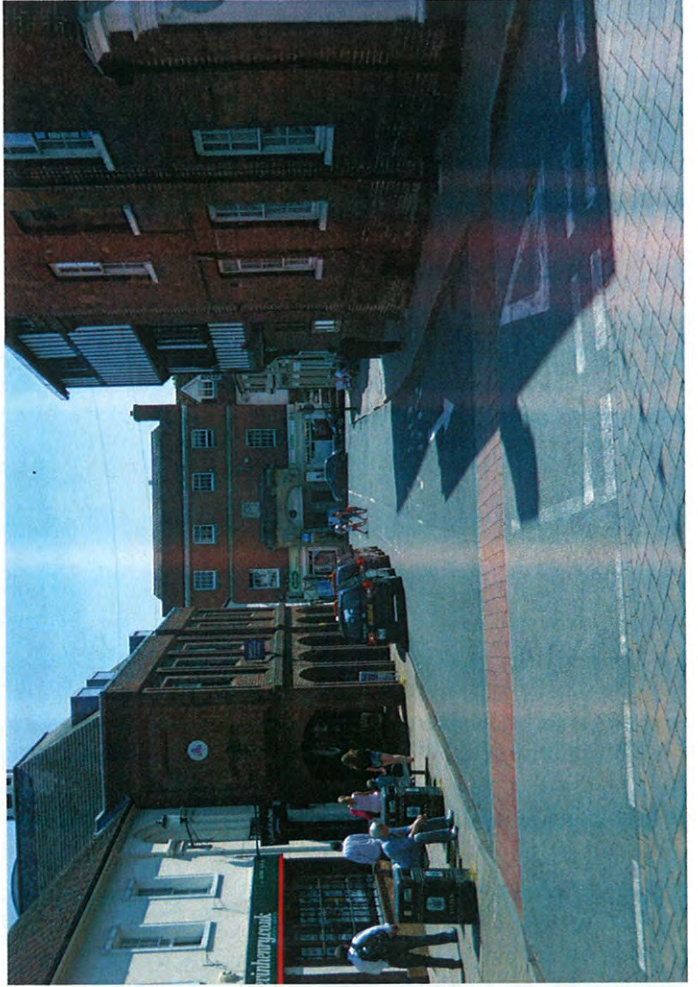
It is recommended that careful consideration is given in changing the restrictions present at this moment in time.

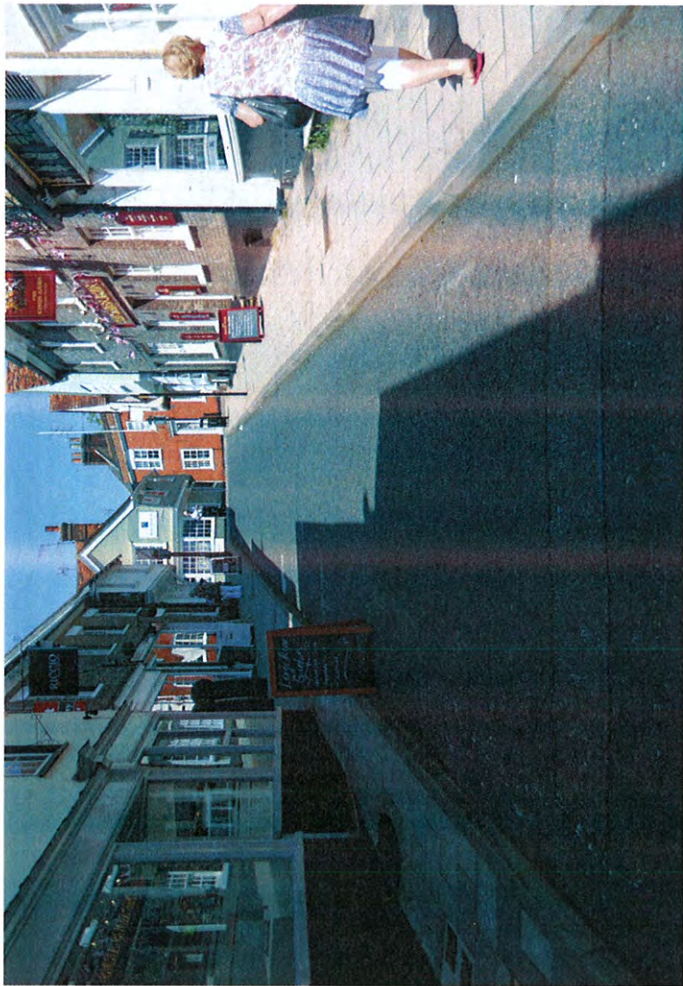
Restrictions are in place during business hours, similar to those already in place in town centres in neighbouring local authority areas to promote the free flow of traffic but to allow limited parking at specified times.

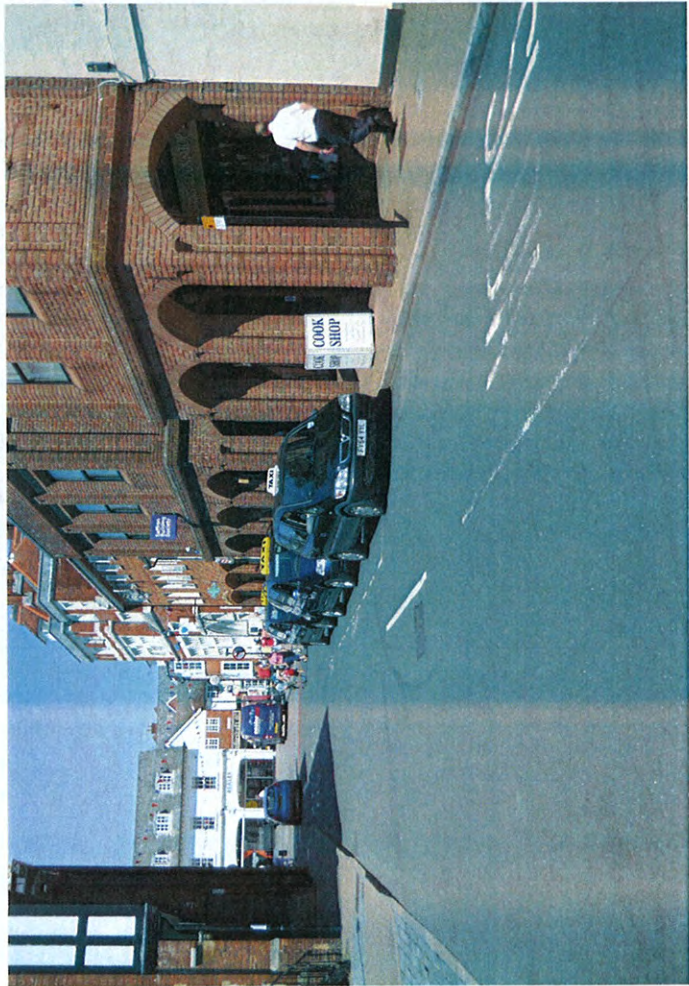
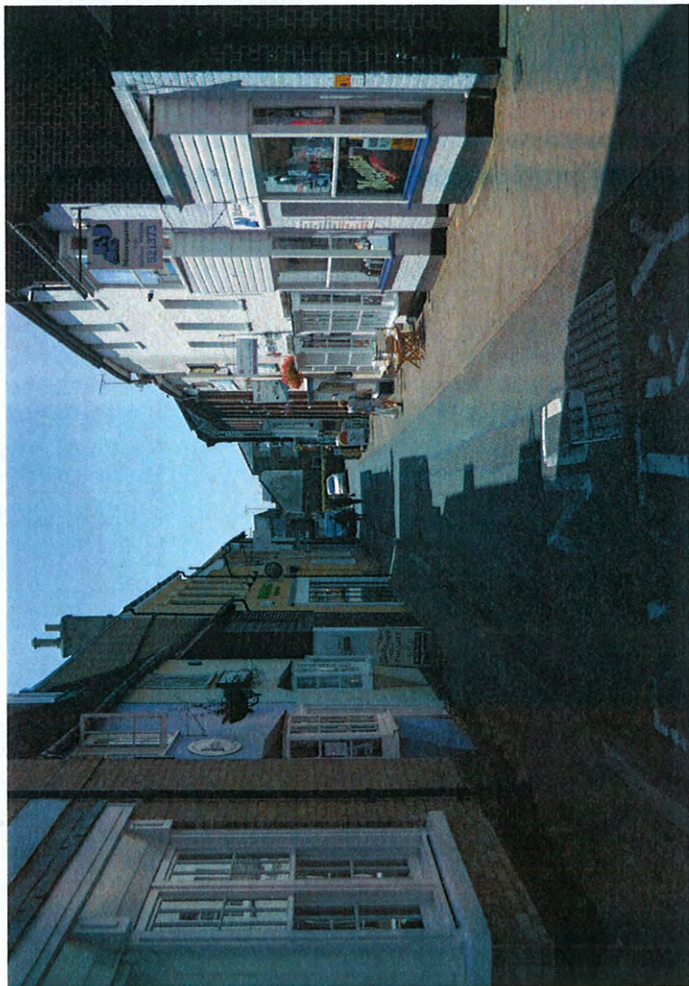
Generous free parking is available out of peak times to encourage visitors to use local business such as restaurants.

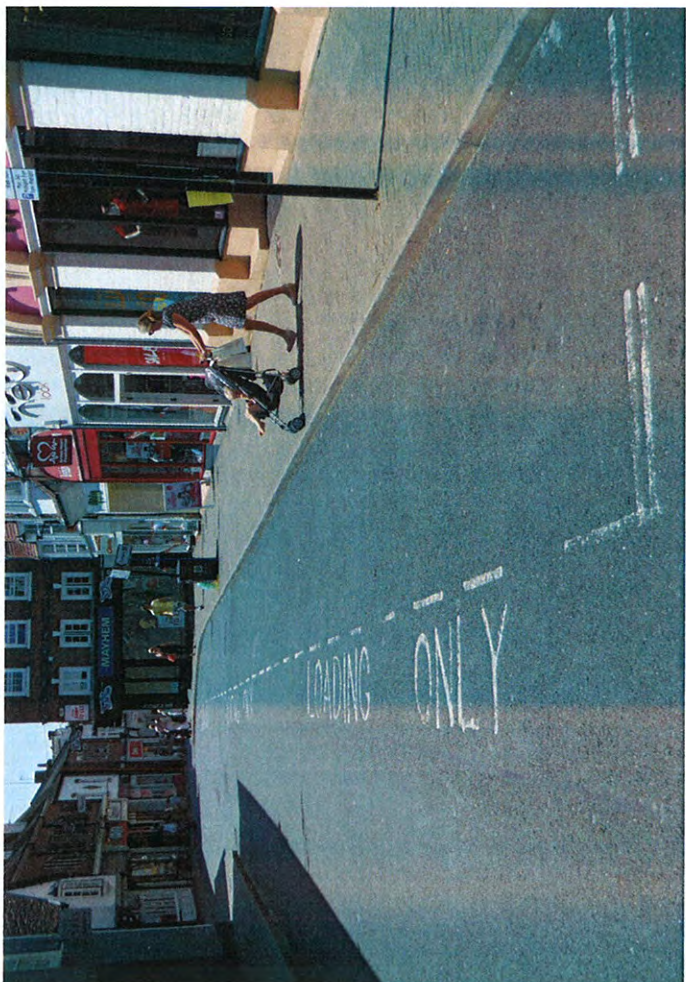
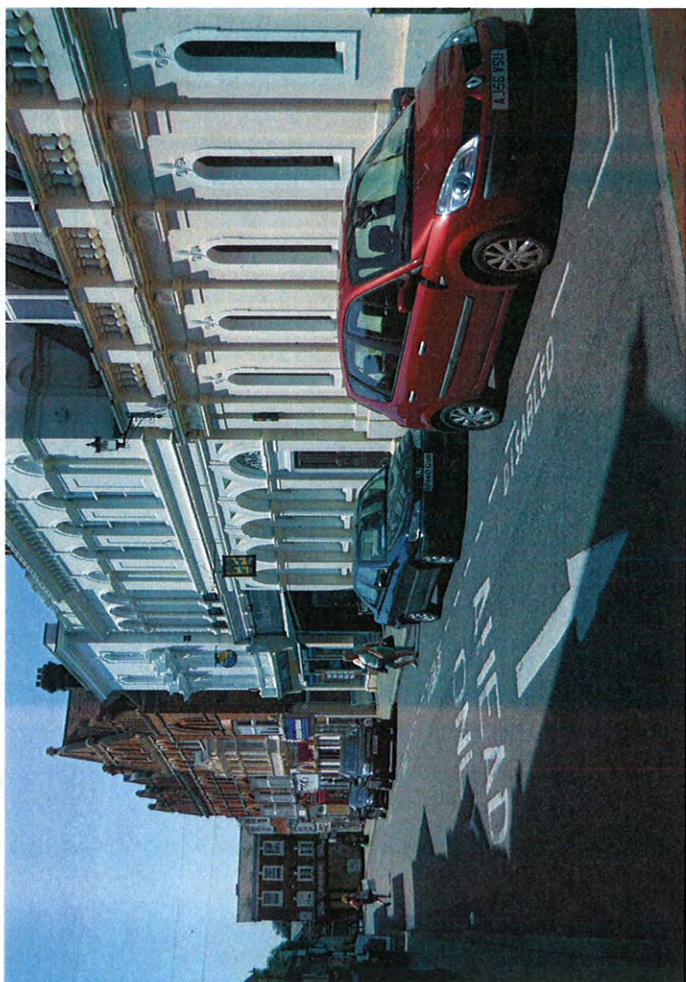
Relaxing or changing the restrictions may lead to issues including obstruction which have been recently dealt with by our own enforcement team members.

It is important to consider the access required by emergency services to town centre areas if the need arises.









Shane Taylor

From: [REDACTED]
Sent: 20 July 2012 18:58
To: Richard Walker; 'Cllr Barker'; Shane Taylor
Cc: [REDACTED]
Subject: RE: Market Place Saffron Walden

Dear Councillor [REDACTED],

As both [REDACTED] and [REDACTED] have explained, the restricted area around the edge of Market Place is restricted at all times Monday to Saturday; whilst the central area is unrestricted after 6pm affording 'free' parking for those wishing to visit the town in the evening.

There were seven Penalty Charge Notices that were issued on the evening of the 18th July at around 9pm all of which were parked in contravention in the area, as described above. Some vehicles were parked on the road and some were parked on the footpath and as such all were logged by our officers.

Should enforcement of this area need to be 'relaxed' during the evenings then, as Shane has previously mentioned, this may cause further difficulties with unrestricted parking and effects on other services. If ultimately this is an area that needs adjustment in the restriction times, then I am sure that Shane will be able to offer further assistance.

From an enforcement perspective it is important that we enforce all restrictions that are in place in a fair and consistent manner so that enforcement officers are not put in the predicament of 'turning a blind eye' to those vehicles parked in contravention during restricted times, where other motorists do not.

I hope this clarifies the situation further for you.

Kind regards,

[REDACTED]
Enforcement Parking Manager
North Essex Parking Partnership
01206 507860
www.parkingpartnership.org

Colchester is the lead authority for the award-winning North Essex Parking Partnership
bringing together the parking operations for Essex

From: [REDACTED]
Sent: 20 July 2012 15:33
To: Cllr Barker; Shane Taylor; [REDACTED]
Cc: [REDACTED]
Subject: RE: Market Place Saffron Walden

23/07/2012

Dear Councillors and colleagues,

I think you need to imagine the area like a "doughnut with a hole" – at night, you can't park on the orange bits around the edge, but you can on the bit in the middle.

In the daytime the outside bit is more heavily restricted, and the centre bit is time-limited.

With that in mind, I attach a plan.

It's fairly narrow, is paved so it looks pedestrianised (and is closed off sometimes) with no yellow lines but instead a Restricted Zone.

Having seen some bad parking there for myself, Butcher Row, for instance, can be completely blocked by just one car – even if it pulls to the side.

Hope that helps set the scene.

I'll leave it to others to say what has been 'booked', where and when – and indeed what the future options could be.

Best Regards,

~~Richard Walker~~

~~Parking Partnership Group Manager~~

North Essex Parking Partnership

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www.parkingpartnership.org

~~From: Shane Taylor~~
Sent: 20 July 2012 15:14

~~To: Shane Taylor, Richard Walker, Emma Powell~~

~~Cc: Andrew Taylor, Cliff Kettendon~~

Subject: RE: Market Place Saffron Walden

So, if there are only a small number of areas where "loading areas" are enforced were there a "whole load" of tickets issued the other evening?

(I do not know the restrictions in the area well!)

From: Shane Taylor [mailto:Shane.Taylor@colchester.gov.uk]

Sent: Fri 20/07/2012 14:37

~~To: Richard Walker, Emma Powell~~

~~Cc: Andrew Taylor, Cliff Kettendon~~

Subject: RE: Market Place Saffron Walden

Dear Cllr

Trevor and I visited the location yesterday and I have attached photographs to illustrate the current restrictive times experienced in Market Place.

23/07/2012

Visitors and users of the centralised limited waiting car park can utilise this particular area for an “unlimited time” after 6pm without the need for any changes.

Disabled badge holders are also able to park in the Market Place after 5pm when the associated loading ban is lifted.

There are also a number of specifically designated parking areas which allow disabled/taxi parking and loading/unloading to local businesses during core business hours.

The loading ban is primarily timed to prevent the obstruction of the area generally and allows the control of parking so that emergency vehicles are able to gain access if appropriate.

I would urge caution on relaxing the restricted zone altogether as this may encourage an uncontrollable rise in parking in the area and cause potential issues with access to the emergency services if the need arose.

The restriction present is mirrored in several other town centre locations and designed to promote the free flow of traffic and access to businesses by a number of varying agencies for a number of varying reasons.


There is, as mentioned a generous amount of free and “unlimited” parking available to all motorists after 6pm although if it is considered locally that the restrictions need to be adjusted then this could also be arranged.

Kind regards

Shane Taylor
Technical Team Leader
North Essex Parking Partnership

Tel- 01206 282838
Fax- 01206 282716
Email- shane.taylor@colchester.gov.uk
Web- www.parkingpartnership.org

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Think  before you print this email!

From: [REDACTED]
Sent: 19 July 2012 13:04
To: [REDACTED]
Cc: Andrew Taylor, Gill [REDACTED]
Subject: RE: Market Place Saffron Walden

Councillor [REDACTED],

I will pass this on to the enforcement teams – and have copied in [REDACTED] the

23/07/2012

enforcement manager.

It is of note that we also receive requests to enforce in the area at this time.

We can look at proposals to change the formal restrictions. Shane would create a case for this.

In doing so, we would need to look at the reasons for the original restrictions being implemented in the first place, and when we have the details of what to change the area, whether those changes would cause any other knock-on effect. After a decision at Joint Parking Committee we would need to fully design the scheme and give 21 days notice, deal with any objections or note any support and then review, change, defer, reject or implement the scheme's regulations and signage.

We do have other competing schemes which demand our time and resources. Normally this whole process takes 12-18 months.

Best Regards,

[Redacted]

[Redacted]
North Essex Parking Partnership

Colchester is the lead authority for the award-winning North Essex Parking Partnership
bringing together the parking operations for Essex
www.parkingpartnership.org

[Redacted]
Sent: 19 July 2012 11:27

To: [Redacted]

Cc: [Redacted]

Subject: Market Place Saffron Walden

I understand from Councillor [Redacted] that there were a large number of cars ticketed (quite correctly) in the Market Place last night.

Cars have historically parked here in the eveing and do not cause any particular problem but contribute to the " night time economy" of the town centre.

We need to review the situation and the parking restrictions as a matter of priority and if possible to get a proposal in with the end of August package.

Councillor [Redacted] is keen to see a " cut off" at 6.00 in this area but also has concerns around other areas in the town which could more usefully be targeted. He would be happy to meet with you Shane to go through his ideas.

[Redacted]. could we ask the CEOs to ease off in this area unless the vehicles are positively causing an obstruction. Thanks

Could we please keep everyone in the loop on these issues please

[Redacted]

23/07/2012



Area returned to

| - Features | |
|-------------------------------------|-----------------------------|
| <input type="checkbox"/> | Motorway (PR1) |
| <input type="checkbox"/> | Trunk Road (PR1) |
| <input type="checkbox"/> | Strategic Route (PR1) |
| <input type="checkbox"/> | Main Distributor (PR1) |
| <input type="checkbox"/> | DBFO (PR1) |
| <input type="checkbox"/> | Radial Feeder (PR1) |
| <input type="checkbox"/> | Secondary Distributor (PR2) |
| <input type="checkbox"/> | Link Road (PR2) |
| <input type="checkbox"/> | Fixed Site |
| <input type="checkbox"/> | Red Light Site |
| <input type="checkbox"/> | Speed Camera |
| <input checked="" type="checkbox"/> | Slight Accidents |
| <input checked="" type="checkbox"/> | Serious Accidents |
| <input checked="" type="checkbox"/> | Fatal Accidents |
| <input type="checkbox"/> | Accidents |

- Find Street

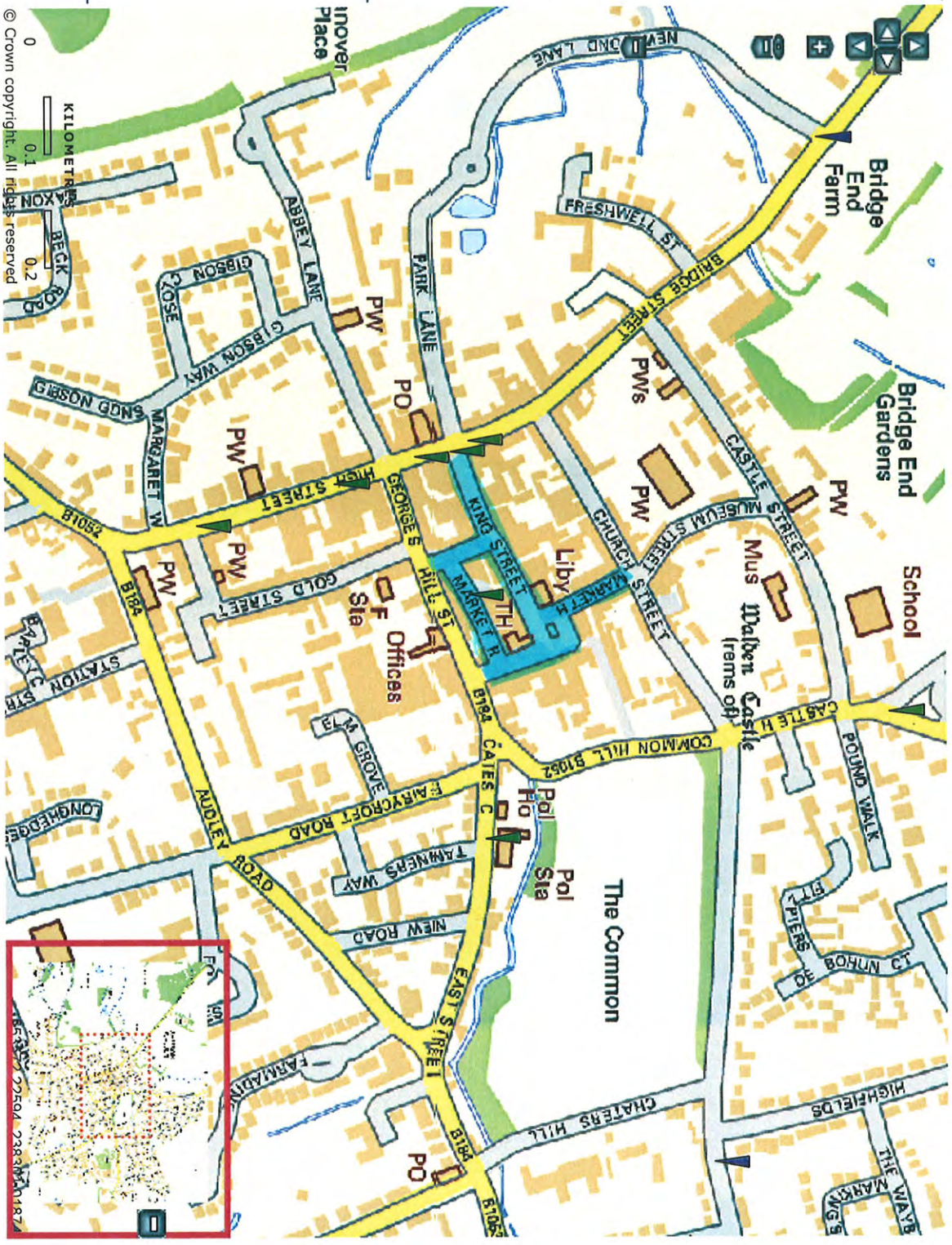
Find street

copperfields

Clear Find

+ Date Range

COPPERFIELDS LONDON BASILDON
 COPPERFIELDS GARDENS BRENTWOOD
 TOWN BRENTWOOD
 COPPERFIELDS SAFFRON WALDEN TOWN
 SAFFRON WALDEN



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Prioritisation Methodology

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Viability | 12 points |
| Contribution to economic development | 6 points |
| Sustainability - doesn't contribute to displacement | 6 points |
| Finance | 10 points |
| Support from budget | 4 points |
| Support from local budget | 3 points |
| Supports the hierarchy of routes (TRO Policy)..... | 3 points |
| Impact | 28 points |
| Parking regularly occurs with 10-15 metres of site..... | 4 points |
| Personal injury collision recorded | 7 points |
| Parking has been contributory factor in personal injury | 12 points |
| Location is a Conservation Area, or Parking is significantly visually intrusive, or Scheme significantly contributes to: noise quality improvement, or air quality improvement..... | 5 points |
| Accessibility | 18 points |
| Parking inhibiting emergency services etc | 7 points |
| Parking close to school, hospital etc | 5 points |
| Parking conflict residents / non-residents etc | 3 points |
| Long-term parking restricts short-term etc | 3 points |
| Localised congestion | 20 points |
| Parking causes localised congestion | 5 points |
| Parking causes congestion in peak periods etc | 7 points |
| Parking in a traffic sensitive street | 3 points |
| Parking occurs on a bus route etc | 5 points |
| Enforcement | 12 points |
| Parking occurs during day | 3 points |
| Parking of a long duration | 4 points |
| Parking close to existing restrictions | 5 points |
| Maximum Score | 100 points |

Note: The engagement and consultation issues have been withdrawn from the revised scoring methodology as these occur at the decision points in the process. In a similar way, consultation is a part of the wider process.

Summary sheet

Station Road-Saffron Walden

A site visit has been conducted following a request for restrictions/scheme.

A map has been included to highlight the area referred to. The map also highlights if there have been any recorded accidents via Essex County Councils Traffweb site in the particular road mentioned.

The map is colour coded and marked appropriately to illustrate the following;

Green symbol-slight accident
Blue symbol-serious accident
Red symbol-fatal accident

Photographs included are done so to highlight any issues encountered or witnessed and to illustrate the area mentioned.

Correspondence is also included which has led to our investigation and site visit.

Officer Recommendation/Observations

Photographs depict the area referred to in the report.

A singular request has been made by a resident in regards to the "inconsiderate" parking which occurs in the road which leads to alleged obstruction/access issues with buses.

A suggestion relating to the extension of double yellow lines currently in place to assist bus/traffic flow has been made.

Essex Police are reported to have taken action at the site, presumably to address instances of obstruction/pavement parking although this would need to be confirmed.

The double yellow lines could be extended to deter/prevent this activity but this would need the support of local residents who themselves may park in the location in the evenings/weekends.

A single yellow line restriction may be more appropriate as this could be valid at specific times of the day, when buses run, maintaining the flow of traffic but enabling residents to park at certain times.

Local enquiries could also be made to ascertain if the bus operator is in fact experiencing issues at the site as the resident also mentions that they themselves are allegedly inconvenienced by parked vehicles.



Dear Sir/Madam,

I am writing to you to request the extension of double yellow lines opposite the houses 1-13 Station Road Saffron CB11 3HL and further to the mini roundabout opposite the flats.

Station Road is on a bus route and the buses are frequently being prevented to progress along Station Rd due to vehicles parking half on/off pavement opposite the houses. The bus driver is then forced to knock on doors to try and get the car moved. The offending vehicles are not from local residents and can never be located. This has resulted in Police being called and tickets issued and in one instance a vehicle was towed away.

On a personal level, vehicles park opposite my drive preventing access to and from my driveway for both myself and my neighbour.

If consideration could be given to my request, I would be grateful

Regards

Francis BOL 12 Station Rd Saffron Walden Essex (ur)

----- Forwarded Message -----

From: Highway Enquiries West <Highway.EnquiriesWest@essex.gov.uk>

To: "beachnutola@yahoo.co.uk" <beachnutola@yahoo.co.uk>

Sent: Tuesday, 14 August 2012, 11:05

Subject: RE: Waiting Restriction Request - Station Road, Saffron Walden (REF. NO: E-1945356- R1)

Dear Mr BOL

Thank you for your enquiry regarding the parking related issues affecting Station Road, Saffron Walden.

I understand you and your neighbours would like to see the double yellow lines extended all the way along Station Rd on the side opposite the houses. Houses number 1-13 including the flats which have private parking with entrance in Station Street which is round the corner. I believe the reason for your request is to allow buses to move freely along Station Road and improve entrance / exit from your shared drive.

I would like to clarify that from the 2nd April 2012, all parking related matters in the Uttlesford District should be reported to the North Essex Parking Partnership who can be contacted at:

North Essex Parking Partnership
PO Box 5575 , Town Hall
Colchester , CO1 1XQ

Email: parking@colchester.gov.uk
Telephone: 0845 045 1599 (01206 282316)
Web: <http://www.parkingpartnership.org/>

As your request is related to the provision of new waiting restriction or changes to an existing waiting restriction it would be advisable to seek the views and support of your local Town Council and District Councillor first of all.

Please be aware that parking causing obstruction is still a matter for Essex Police where there are no parking restrictions.

I hope you find this information helpful.

15/08/2012

[REDACTED]

[REDACTED]

[REDACTED]

On TRO

Shane Taylor

From: Shane Taylor
Sent: 15 August 2012 13:49
To: [REDACTED]
Cc: 'Andrew Taylor'
Subject: FW: Waiting Restriction Request - Station Road, Saffron Walden (REF. NO: E-1945356- R1)

Dear [REDACTED]

Thank you for your email.

Due to the significant list of pending requests for new schemes and restrictions currently held for the Uttlesford District, requests received after 6 July 2012 will not be considered until after the next planned Partnership board meeting in October 2012.

We will of course ensure that Uttlesford District Council are aware of your concerns with the submission of the relevant report at the appropriate time.


We will endeavour to contact you as soon as we have any further information in relation to your request.

Kind regards

Shane Taylor
 Technical Team Leader
 North Essex Parking Partnership

Tel- 01206 282838
 Fax- 01206 282716
 Email- shane.taylor@colchester.gov.uk
 Web- www.parkingpartnership.org

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Think  before you print this email!

From: [REDACTED]
Sent: 14 August 2012 14:48
To: Parking
Subject: Fw: Waiting Restriction Request - Station Road, Saffron Walden (REF. NO: E-1945356- R1)

----- Forwarded Message -----
From: [REDACTED]
To: "parking@colchester.gov" <parking@colchester.gov>
Sent: Tuesday, 14 August 2012, 14:21
Subject: Fw: Waiting Restriction Request - Station Road, Saffron Walden (REF. NO: E-1945356- R1)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Area referred to

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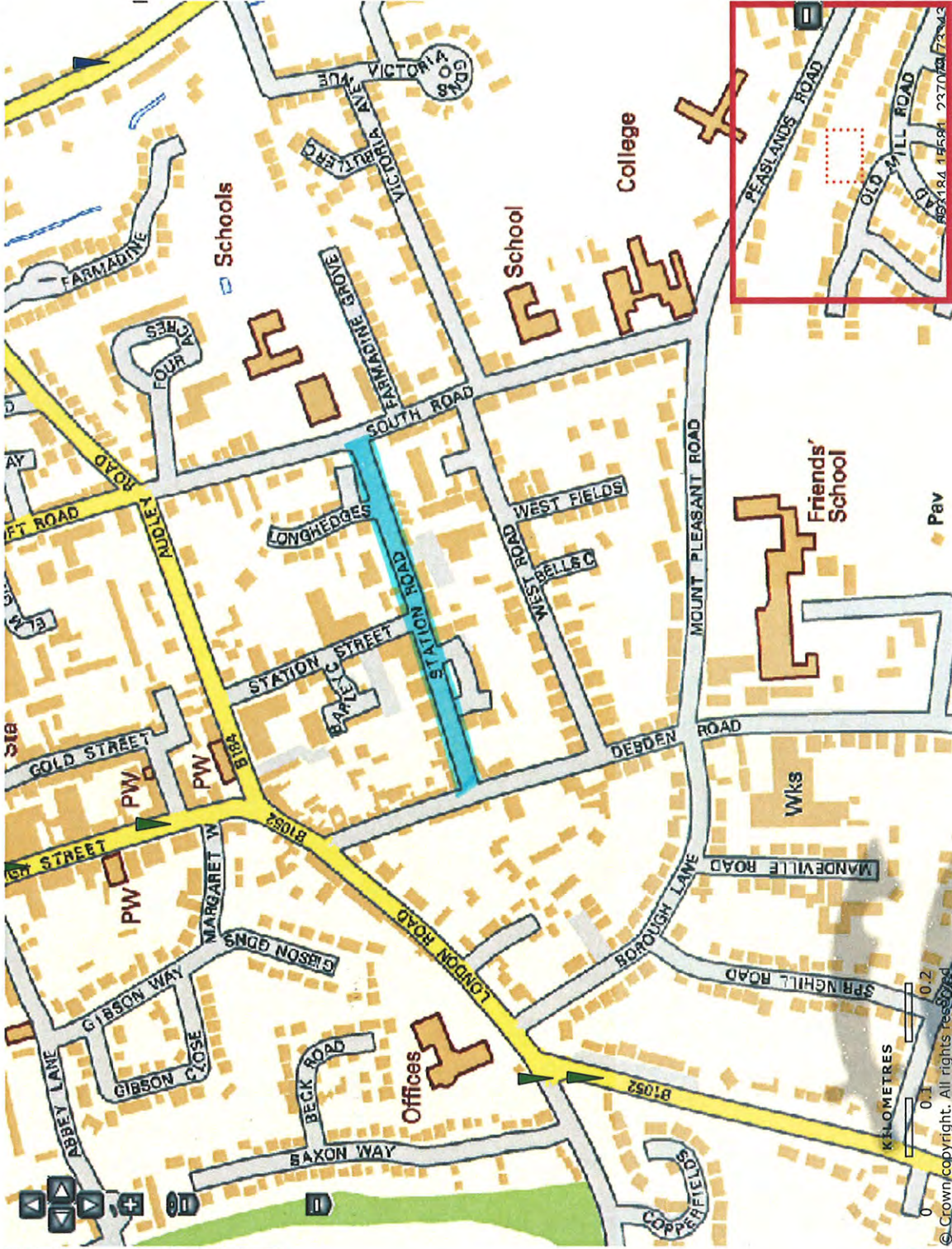
| | |
|-------------------------------------|-----------------------------|
| <input type="checkbox"/> | Features |
| <input type="checkbox"/> | Motorway (PR1) |
| <input type="checkbox"/> | Trunk Road (PR1) |
| <input type="checkbox"/> | Strategic Route (PR1) |
| <input type="checkbox"/> | Main Distributor (PR1) |
| <input type="checkbox"/> | DBFO (PR1) |
| <input type="checkbox"/> | Radial Feeder (PR1) |
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| <input type="checkbox"/> | Link Road (PR2) |
| <input type="checkbox"/> | Fixed Site |
| <input type="checkbox"/> | Red Light Site |
| <input type="checkbox"/> | Speed Camera |
| <input checked="" type="checkbox"/> | Slight Accidents |
| <input checked="" type="checkbox"/> | Serious Accidents |
| <input checked="" type="checkbox"/> | Fatal Accidents |
| <input type="checkbox"/> | Accidents |

Find

Find

Find

- STATION ROAD BILLERICAY TOWN
- BILLERICAY
- STATION ROAD WICKFORD TOWN
- WICKFORD
- STATION ROAD - PRIVATE - Z40190
- WICKFORD TOWN WICKFORD
- STATION ROAD RAYNE BRAINTREE
- STATION ROAD SIBLE HEDDINGHAM
- SIBLE HEDDINGHAM



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Prioritisation Methodology

Viability 12 points

| | |
|-----------------------------------------------------------|----------|
| Contribution to economic development | 6 points |
| Sustainability - doesn't contribute to displacement | 6 points |

Finance 10 points

| | |
|----------------------------------------------------|----------|
| Support from budget | 4 points |
| Support from local budget | 3 points |
| Supports the hierarchy of routes (TRO Policy)..... | 3 points |

Impact 28 points

| | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Parking regularly occurs with 10-15 metres of site..... | 4 points |
| Personal injury collision recorded | 7 points |
| Parking has been contributory factor in personal injury | 12 points |
| Location is a Conservation Area, or Parking is significantly visually intrusive, or Scheme significantly contributes to: noise quality improvement, or air quality improvement..... | 5 points |

Accessibility 18 points

| | |
|------------------------------------------------------|----------|
| Parking inhibiting emergency services etc | 7 points |
| Parking close to school, hospital etc | 5 points |
| Parking conflict residents / non-residents etc | 3 points |
| Long-term parking restricts short-term etc | 3 points |

Localised congestion 20 points

| | |
|-----------------------------------------------------|----------|
| Parking causes localised congestion | 5 points |
| Parking causes congestion in peak periods etc | 7 points |
| Parking in a traffic sensitive street | 3 points |
| Parking occurs on a bus route etc | 5 points |

Enforcement 12 points

| | |
|----------------------------------------------|----------|
| Parking occurs during day | 3 points |
| Parking of a long duration | 4 points |
| Parking close to existing restrictions | 5 points |

Maximum Score 100 points

Note: The engagement and consultation issues have been withdrawn from the revised scoring methodology as these occur at the decision points in the process. In a similar way, consultation is a part of the wider process.

Summary sheet

Springhill Road/Summerhill Road-Saffron Walden

A site visit has been conducted following a request for restrictions/scheme.

A map has been included to highlight the area referred to. The map also highlights if there have been any recorded accidents via Essex County Councils Traffweb site in the particular road mentioned.

The map is colour coded and marked appropriately to illustrate the following;

Green symbol-slight accident
Blue symbol-serious accident
Red symbol-fatal accident

Photographs included are done so to highlight any issues encountered or witnessed and to illustrate the area mentioned.

Correspondence is also included which has led to our investigation and site visit.

Officer Recommendation/Observations

Photographs depict the roads referred to in the report and illustrate the nominal restrictions (sections of d/y/l junction protection) which are present in the generally unrestricted area.

A request has been made to investigate the introduction of a yellow line/residents parking scheme to deter non residents from parking and to prevent the "obstruction" of local residents driveways.

Certain stretches of the road do see a heightened level of what is assumed to be resident/commuter/visitor parking throughout the day although there are areas which are primarily free from parked vehicles.

It is envisaged that "commuter" parking during the day is replaced in the evenings/weekends by residential parking which would include visitors and those households who do not possess adequate off street parking space.

Either scheme (yellow lines/residents parking) would need to be fully supported by a majority of the residents and with only one single request for this, a question would need to be raised as to whether this would be the case.

It appears that the complainant may be suffering from issues in isolation leading to the request which has been made.

AREA INSPECTED

ARROWS INDICATE SLIGHT ACCIDENTS



| Features | |
|-------------------------------------------------------|--|
| <input type="checkbox"/> Motorway (PR1) | |
| <input type="checkbox"/> Trunk Road (PR1) | |
| <input type="checkbox"/> Strategic Route (PR1) | |
| <input type="checkbox"/> Main Distributor (PR1) | |
| <input type="checkbox"/> DBFO (PR1) | |
| <input type="checkbox"/> Radial Feeder (PR1) | |
| <input type="checkbox"/> Secondary Distributor (PR2) | |
| <input type="checkbox"/> Link Road (PR2) | |
| <input type="checkbox"/> Fixed Site | |
| <input type="checkbox"/> Red Light Site | |
| <input type="checkbox"/> Speed Camera | |
| <input checked="" type="checkbox"/> Slight Accidents | |
| <input checked="" type="checkbox"/> Serious Accidents | |
| <input checked="" type="checkbox"/> Fatal Accidents | |
| <input checked="" type="checkbox"/> Accidents | |

Find Street

springhill road saffron walden

Clear

Find

Date Range





