

[REDACTED]

[REDACTED]

[REDACTED]
Carter

Sent: 26 April 2012 11:12

To: uconnect

Subject: Parking changes

Hi,

I couldn't find an appropriate email address for this query on the website so I hope it finds its way to the correct department.

In the last week or so Springhill Road and Summerhill Road have become all but impassable due to the weight of cars now using them as a free car park. It is particularly difficult to enter and leave our driveway when someone parks opposite - as someone (different) does every day now.

I have three questions:

1. Has there been some change of policy elsewhere which has caused this?
2. If so, is this change permanent?
3. What can I do to instigate a review of this change or otherwise address the problem? For instance, reverse the change, institute double yellow lines or a residents' parking scheme?

Many thanks

[REDACTED]
[REDACTED]
Saffron Walden

Help protect the environment. Only print out this email if it is absolutely necessary.

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27/07/2012

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Note: The engagement and consultation issues have been withdrawn from the revised scoring methodology as these occur at the decision points in the process.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.

*Copy from the table
and insert into the*

Summary sheet

Lower Street-Stansted Mountfitchet

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 request has been made by the Parish Council to extend the double yellow line in the road at a specific point due to the impending completion of planned building works.

Questions would need to be raised if funding, via the new build mentioned and potential Section 106 monies could be made available and the suggested works carried out by ECC?

There is an assumption that residents and businesses will support the amendment to the current single yellow line restriction to a no waiting at anytime double yellow line.

At this time the businesses close to the dropped kerbs illustrated in photographs can park across their own driveways outside of the restriction time.

It does appear however to be reasonable, considering that this restriction is close to a busy junction, to facilitate the change mentioned.





From: Stansted Parish Council [mailto:parishcouncil@stansted.net]

Sent: Thu 17/05/2012 13:04

To: Cllr Barker

Subject: Parking in Stansted Mountfitchet

Dear Cllr Barker

I am writing with regard to the various requests for waiting restrictions which are current in Stansted. We had a meeting with the Parking Partnership last week and now write to confirm our requests as detailed in my e-mail to you of 11 April 2012. The only amendment is that the end time of the short-term parking in Lower Street should be 4pm and not 4.30pm as stated – this is on the advice of the Parking Partnership.

During our conversation with the PP, it became clear that the request for a loading bay on Cambridge Road, to serve both the Co-op and Tesco, may not be being pursued. We believe it is imperative to assist the flow of traffic, but more importantly, to prevent the lorries parking so close to the pedestrian crossing, as they do at the moment, and obscuring the sight-lines of the crossing. We feel that this is an accident waiting to happen.

Finally, we request the introduction of a "No Waiting any any time" restriction in Lower Street on the west side from the end of the permitted parking area outside "Tudor House" (number 11) along to the start of the existing "no waiting at any time". This request was suggested by the Parking Partnership who would support it! Whilst we had considered asking for this to be deferred until Cambridge Road is completed, we actually believe that all of these requests are urgent, Lower Street particularly in light of the planning application for the mixed use development (to include a health centre) on the former Castle TVR site – this application, if approved, will result in the loss of further on-street parking spaces in Lower Street.

18/05/2012

[REDACTED]

[REDACTED]

[REDACTED]



Area referred to

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- Features	
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- Find Street

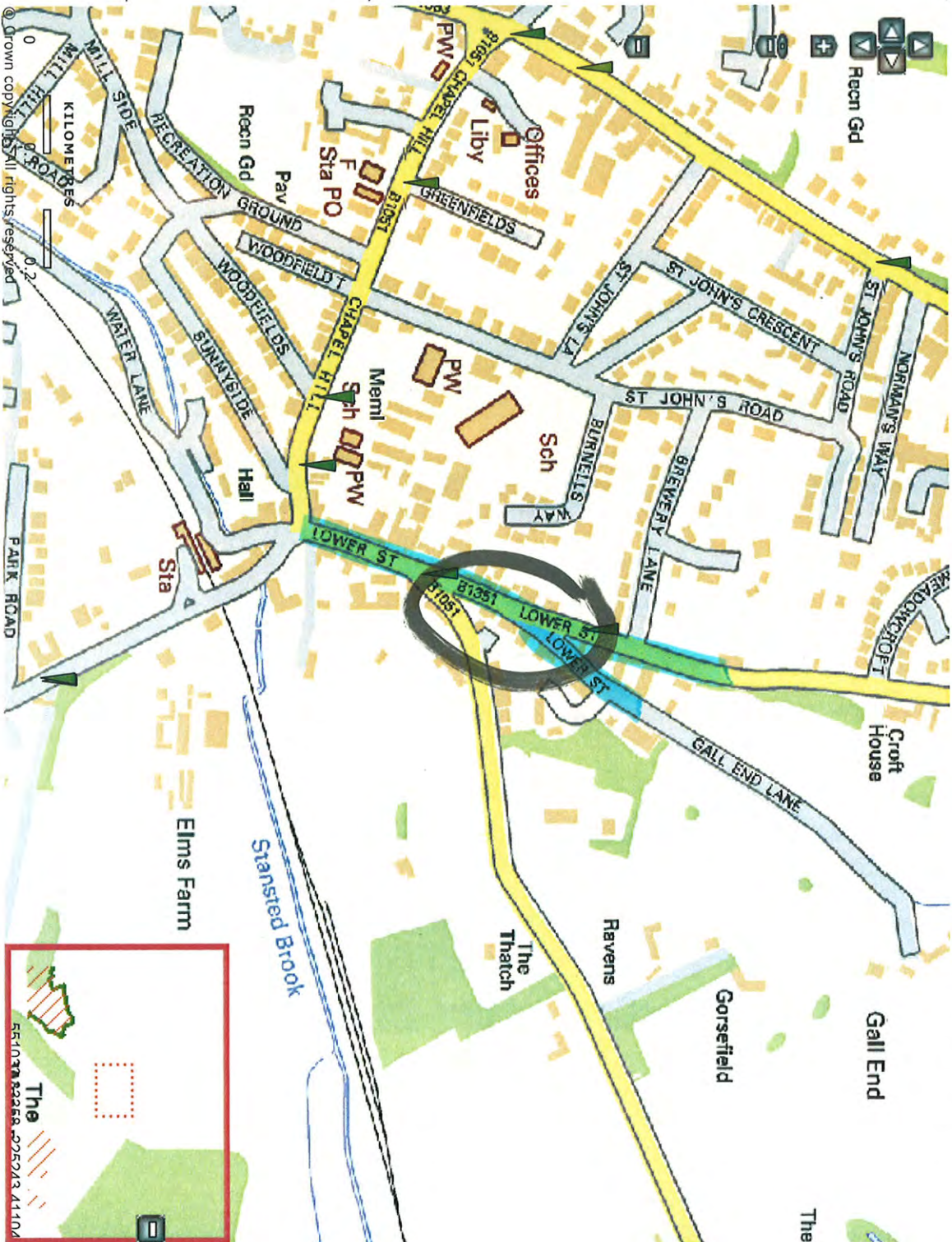
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Prioritisation Methodology

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

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Localised congestion 20 points

Parking causes localised congestion	5 points
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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-Newport

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 A and B depict the road/restriction during a typical weekday and vehicles parked in situ are considered to be a mix of residential/commuter parking.

Photographs C, D and E are enclosed and have been forwarded by a Parish Councillor who resides in station road and has experienced issues with "commuter" parking.

A commuter type restriction is present on one side of the road to promote access to the road at peak times.

The other side of the road, which leads up to Newport station car park is largely unrestricted and provides free parking for all motorists.

In order for "commuter" parking to be addressed, a residents parking scheme or single yellow line could be installed to deter non residents from parking, however we would have to consider if this action would gain the necessary support of local residents due to the costs/affect that this may have.

The displacement of vehicles in place at this moment in time would also have to be considered as there are numerous unrestricted areas around the station where commuters could choose to park and we may be in danger of simply shifting motorists from one place to another.

A



B





(C)



(D)

©



From: [REDACTED]
Sent: 08 May 2012 09:46
To: parking@colchester.gov.uk
Cc: Newport Parish Council
Subject: Car Parking - Newport Essex
Importance: High

To who it may concern,

I live in [REDACTED] Station Road, Newport, Essex, over the past couple of years and especially the past 12 months the parking issues occurring in Station Road and a long London Road has become unbearable, commuters literally are squeezing their cars into spaces that literally leave an inch either side of the bumpers of cars they squeeze between, when approached about bumping cars the reply is "others do it to mine". Commuters & local businesses cars are parked over hanging drives making it necessary for the homeowner to pull out then turn around in the road before heading in the direction they wanted, cars are left including large vans for weeks, I have tried to approach a few of these commuters with regards for more consideration as I understand that car parks are expensive when used on a daily basis, but to be fair myself and neighbours often are unable to park in our own street, have damaged vehicles and the situation is getting out of hand.

I am also a member of the Newport Parish council where not only myself have raised serious concerns for the damage of vehicles and blocking of driveway, but for the safety of the children trying to walk along the pavement that has been blocked by vehicles. Uttlesford District Council and the police, who inform us to make contact with you in order to find a solution. Given the fact that Uttlesford wishes to build more houses, the Olympics approaching and ever increasing demand for parking we are in need of help, we currently have a red BMW belonging to the local garage parked in the road that does not move for weeks, we have asked for consideration given the fact he has ample parking available but it's there all the same a long with his customers cars that they move around and park in the street, a Subaru car that was parked for 2 weeks without being moved has just returned and a green jeep that sat in the road for 3 weeks not being moved. A small black car that daily bumps into our cars to avoid paying for a car park is here, a white Citroen that does the same, a Suzuki jeep that is also doing the same to name just a few.

Can you please advise whether there are currently any intentions to review the parking issues within Newport village and if not how the residents and the Parish Council can work with you to implement changes that will eradicate the seriousness and danger of these vehicles?

Kind regards

Richard Deamer
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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18/06/2012

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<input type="checkbox"/>	DBFO (PR1)
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<input type="checkbox"/>	Speed Camera
<input checked="" type="checkbox"/>	Slight Accidents
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Find street

station road

Clear Find

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



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
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Maximum Score	100 points

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Summary sheet

Town Street-Thaxted

A site visit has been conducted following a request being received.

A map has been included to highlight the area photographed and visited. The map also highlights the fact that there has been one recorded "slight" accident via Essex County Councils Traffweb site in the particular road mentioned.

Photographs taken during the site visit are included 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 A, B and C depict the road (including restrictions present) during a typical weekday and vehicles parked in situ are considered to be a mix of residential parking and that associated with visitors to nearby businesses.

Consideration could be given in creating a singular "loading" bay to serve the shop during core business hours.

Although space to unload is not always guaranteed, loading could be achieved when the available space is present, as indicated in photograph D, without the need to change any of the bays/restrictions present.



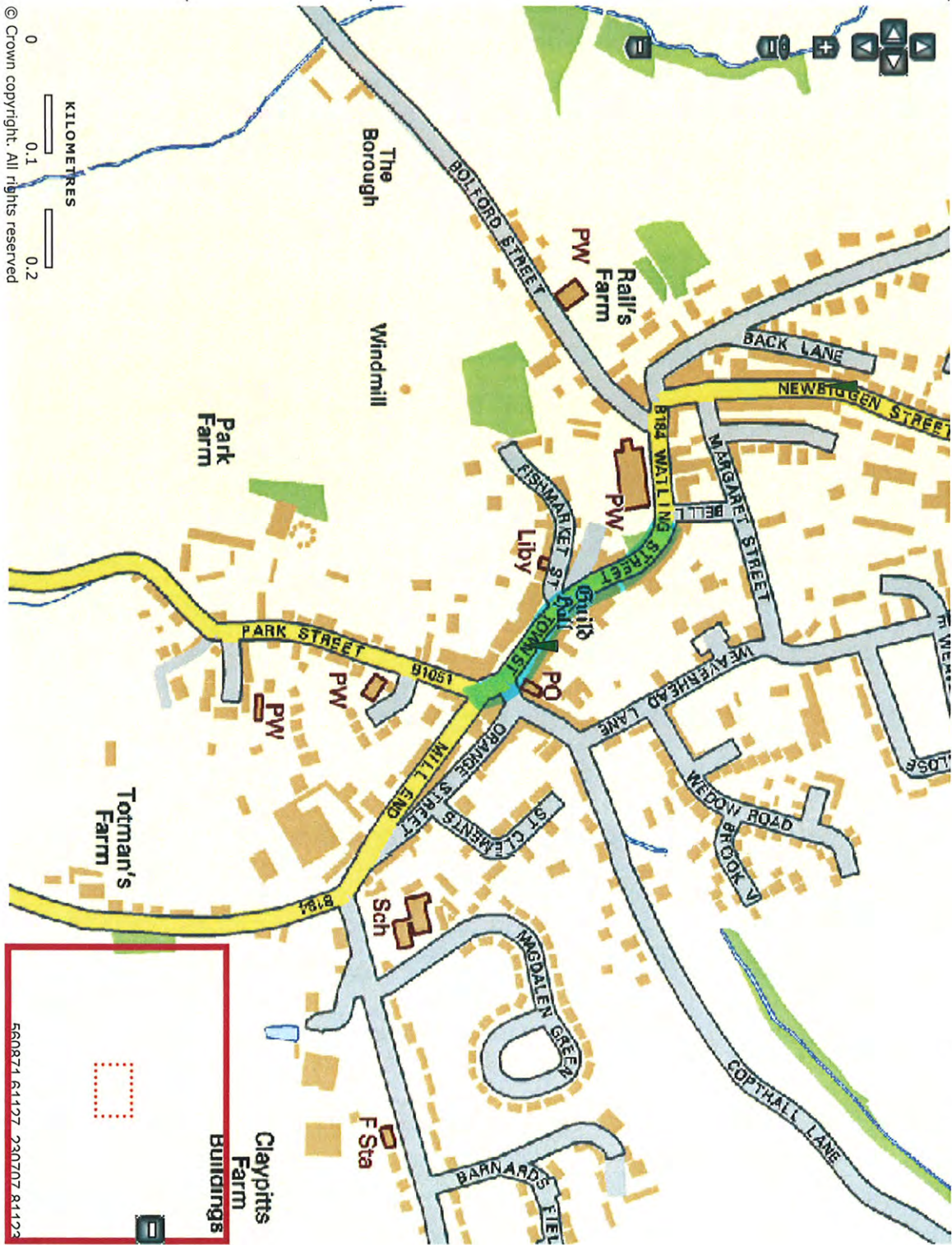
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(A)



(B)



(C)



(D)

ON TRO

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COPY

28 February 2012

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
GREAT BARDFIELD,
Essex.
[REDACTED]

Dear Mr. [REDACTED],

The Guildhall Stores, Town Street, Thaxted.

I wonder if, as [REDACTED], you will kindly use your good offices in the following matter.

The Guildhall Stores in Thaxted is the principal Grocers and General Store in the town, much patronised, and hugely important to this place. It provides a first class service to the local community and that includes delivering goods by van to outlying hamlets. Certainly for well over a hundred years, since the business was first established as J. W. Tanner & Sons, and then the International Stores, delivery to those unable to call personally has always been a traditional part of the service. As an example for the need for such, last week three regular customers living not far from the shop, but unwell and unable to call, were able to have their orders delivered. The service is essential.

Here's the rub. Parking. There is no reserved area for the Guildhall Stores' delivery van to park in front of the shop to facilitate loading the van, and as the property has no rear access this presents an insurmountable problem. Insurmountable, that is, unless the Highway Authority will agree to a loading bay during the shop's daytime opening.

Village and small town shops are under constant threat from supermarkets. You will be aware of the possibility of a Sainsburys opening

on the Thaxted side of Saffron Walden (the subject of an Appeal as I write). That undoubtedly would have an adverse effect on the Thaxted shops and street market and in particular on the Guildhall Stores, as was pointed out by more than one speaker at the recent Enquiry.

Surely the local authority should bend over backwards to do all that can be done to ensure the survival of such as the Guildhall Stores, the one remaining grocery store when once there were five (and in my time).

In Saffron Walden, T. Reed & Son, Antique and Secondhand Furniture dealers, who trade in Church Street, enjoy almost exclusively a loading bay. Could not a similar arrangement be provided at the front of the Guildhall Stores? The bay would still be available in the evenings and night and, in any event, would take up the space of perhaps only two cars.

Stoney Lane, opposite the Guildhall Stores, has recently been designated for Residents' Parking only, depriving the Guildhall Stores' van of an occasional parking place. Pressure from the residents brought this about, so the required parking place should be met with a similar consent.

If a site meeting with the owner, Mr. Ash Khunti would be helpful, that can be arranged at your convenience.

I look forward to hearing from you.

Yours sincerely,

