

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Note: The engagement and consultation issues have been withdrawn from the revised scoring methodology as these occur at the decision points in the process.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

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Summary sheet

Fishmarket Street-Thaxted

A site visit has been conducted following a resident's request.

A map has been included to highlight the area photographed and visited. The map also highlights the fact that there have been no recorded accidents 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, C and D depict the road 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.

A singular request for residents parking has been received from one of three properties without parking in the street.

All other properties benefit from off street parking and there are also a significant number of bays available in the evenings to any person who requires them.

Residential parking could be achieved in the evenings and on Sundays if required. (photograph B depicts the times of restrictions in place)

A residents parking zone is present in the next road (Stoney Lane) along from Fishmarket Street, however unlike Fishmarket Street, a majority of properties do not have off street parking.

Any potential restriction or scheme introduced would have to be endorsed by the residents who may be affected, along with the nominal displacement of vehicles in place at this moment in time.

A question would also need to be considered as to the feasibility/necessity of a scheme due to the available parking nearby and the lack of residential support. (Singular request received)



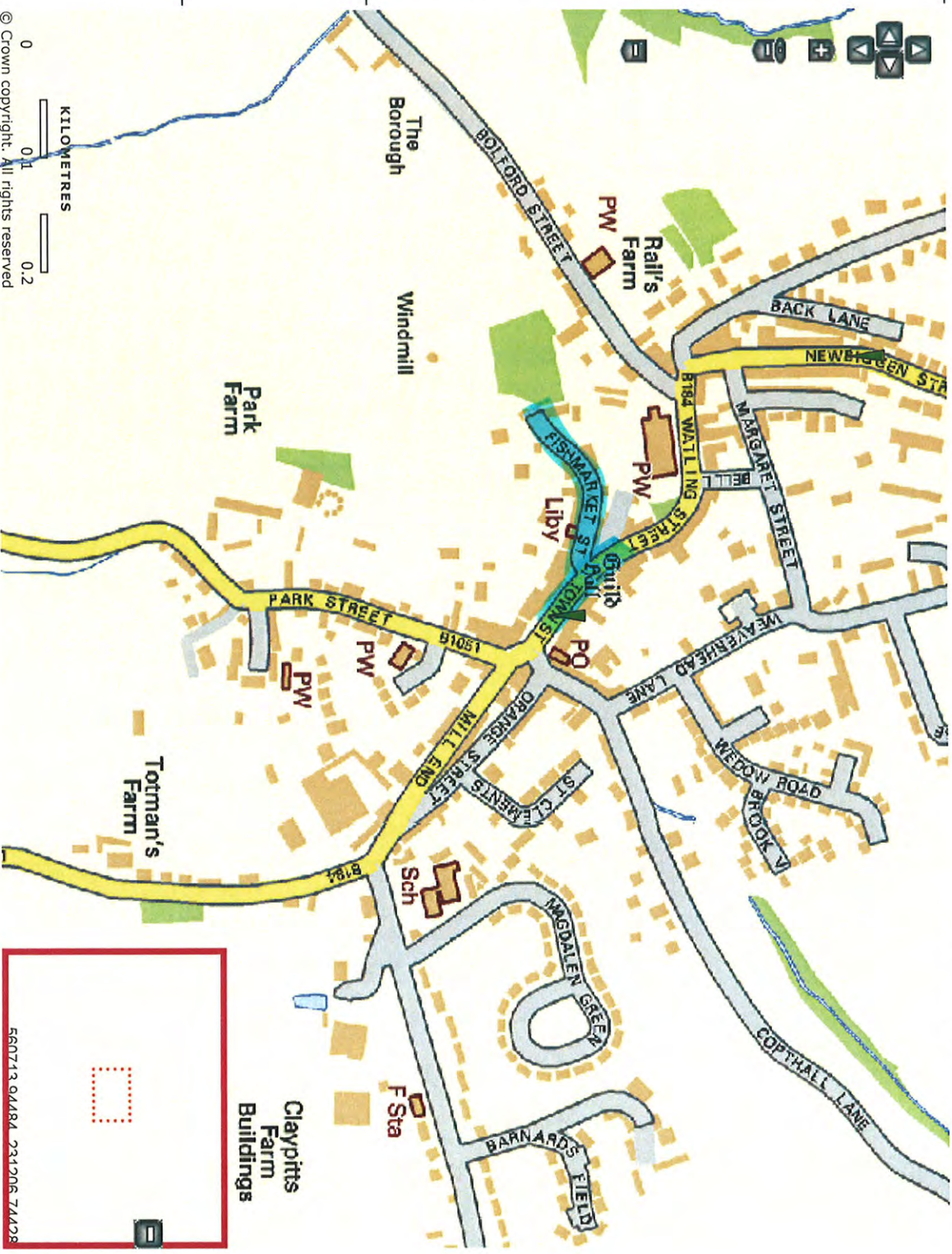
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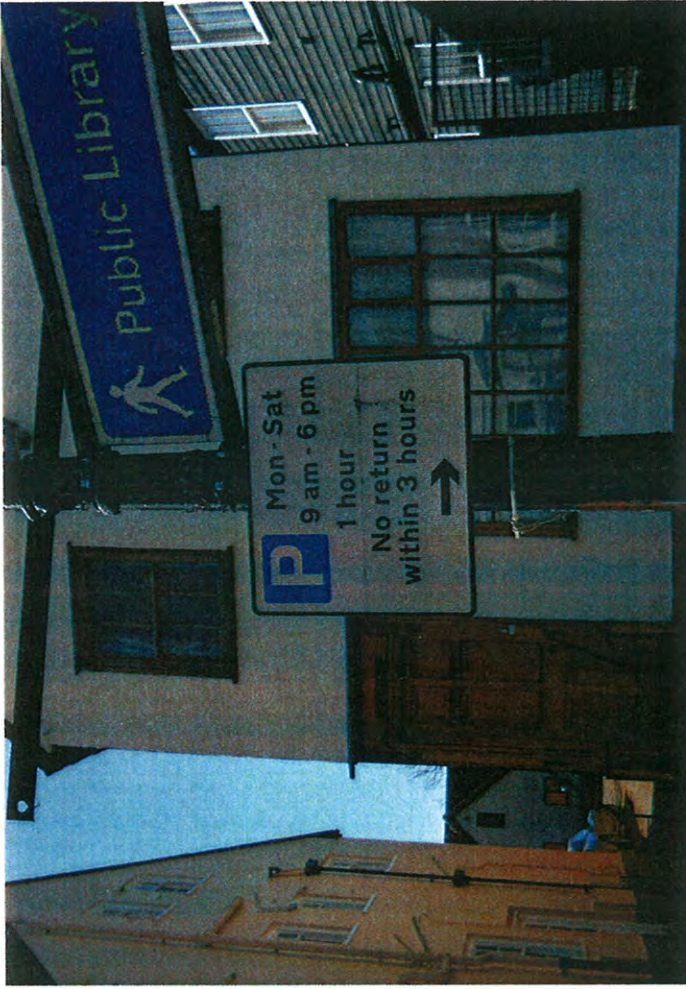
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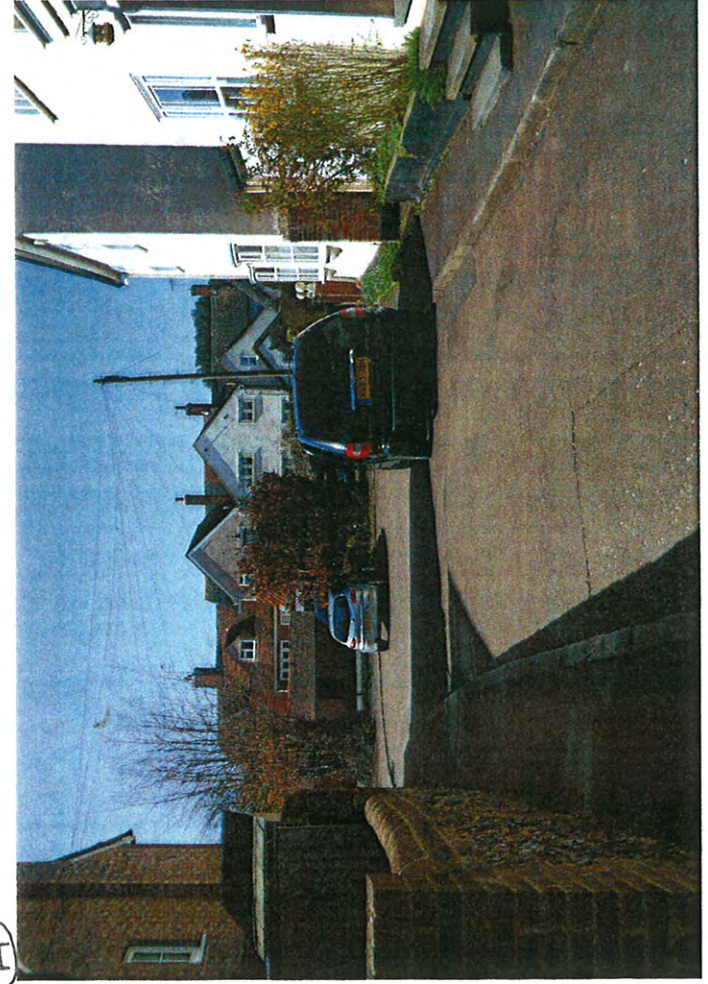
(B)



(D)



(A)



(C)



On T120

**Fishmarket Street
Thaxted
ESSEX**

Mr. Taylor
Parking Regulations
P O Box 5575
Town Hall
Colchester, Essex

29th April 2012

Dear Mr. Taylor,

Re: Resident Parking – [REDACTED]

I live at 1 Fishmarket St. Thaxted and would like to know whether the 3 (approx) parking places in Fishmarket Street could be allocated as Resident Parking places for Nos. 1 / 2 and 3 Fishmarket St.

Most of the other streets close to Fishmarket already have allocated Resident Parking with many houses also having their own driveway.

As I work shifts I have to leave either very early in the morning – 03.30, or arrive back quite late at night/early morning 23.30 or 01.30 and I find that I cannot park near my house and therefore have to park in the Public Car Parks, meaning I have to then walk to and from my car.

As you can imagine this is very frightening at these early/late times. I have even been followed on one occasion, whether on purpose or not I do not know as I ran home!

I would very much appreciate your help in obtaining Residential Permit Parking in Fishmarket Street.

Please do contact me if there is anything further I can do to ensure this happens.

Yours Sincerely,

[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
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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

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Enforcement 12 points

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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

High Fields/Springfields-Gt Dunmow

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 fact that it is a generally unrestricted area.

A request has been made to investigate the introduction of the double yellow lines present at the junction illustrated in the attached photographs.

It is envisaged that parking during evenings/weekends by local residents will be heightened close to this location.

On the basis of the evidence available, such as no recorded accidents at the site and having received a singular request for restrictions, it may be inappropriate at this time to consider any changes.

Essex Police could enforce the site, pending the available resources however during the site visit which lasted approximately 10 minutes, there were no other vehicles witnessed passing this location.

Further clarification on how parked vehicles cause "obstructions" could be sought from UDC refuse crews as there is a suggestion that these vehicles are regularly impeded.



Area referred to

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On TRO

20th Jan 2012

[REDACTED]

[REDACTED]

DUNMOW, ESSEX

[REDACTED]

To Essex County Council
Highways Dept

Dear Sirs,

Fairly recently expensive repairs were made to a broken down kerb ~~kept~~ together with footpath repairs at the junction between Highfield and Springfields, Dunmow.

This new kerb is likely to ~~soon~~ soon be damaged, as will the footpath, because large lorries including the refuse collection vehicles proceeding into Springfields are continuously being driven over it.

[REDACTED] M.T.O.

~~_____~~
~~_____~~ 12
The drivers have no option due to the habitual obstruction ~~of~~ by parked cars at the junction. Cars parked around there appear to be those belonging to commuters.

As a matter of urgency to protect the new roadworks and the grass verge double yellow lines should be produced as soon as possible as suggested below

Highfields

The red lines show roughly where double yellow lines are vital.
yours faithfully
~~_____~~

Springfields

Prioritisation Methodology

Viability 12 points

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

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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.

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Summary sheet

Woodlands Park-Great Dunmow

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 have been no recorded accidents via Essex County Councils Traffweb site in the particular roads 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 depict the area during a typical weekday and vehicles parked in situ are considered to be residential although it is envisaged that a number of additional vehicles are present at peak times.

There is a suggestion in the attached correspondence that ample residential parking is available but not utilised by local residents.

Photograph B depicts damage caused to verges by large vehicles which are unable to negotiate the car parking areas/bin stores due to parked cars close to junctions and entrances. (photographs A and C illustrate this)

The area is largely unrestricted and does not benefit from any residential parking scheme.

Double yellow lines could be considered either side of the entrances and opposite too which would enable a clear passage for larger vehicles when needed.

Displaced vehicles could potentially be absorbed in the parking which is available to residents.

Consideration could also be given however into the local Housing Association tackling the problem and engaging with tenants who park in what is considered to be an "anti-social" way.

Shane Taylor

On TR20

From: Trevor Degville on behalf of Parking
Sent: 09 February 2012 17:00
To: Shane Taylor
Subject: FW: Shane Taylor- parking restriction request
Attachments: Woodlands Prking 3.JPG; woodlands parking 4.JPG; woodlands parking 5.JPG; Woodlands parking.JPG; Woodlands Prking 2.JPG; woodlands park plan.pdf

Shane

FYI

Trevor

From: [REDACTED]
Sent: 09 February 2012 16:21
To: Parking
Subject: Shane Taylor- parking restriction request

Dear Shane

I understand that I need to liaise with you over a request to add parking restrictions in the form of yellow lines to an estate in Dunmow that the Associations owns.

This is at Woodlands Park, Dunmow and consists of Conifer Way, Willow Road and Stacey Court. I have attached a plan of the roads above.

This estate does have car parks with allocated, numbered spaces in the following format:

1 bed properties, 1 allocated space
 2 Bed flats, 1 Allocated space
 3/ 4 Bed Houses, 2 spaces on private driveways.

However most residents are choosing to park on the main roads instead of their allocated spaces for convenience which has caused a number of issues:

In the car parks we have the bins stores so refuse trucks need to access these car parks to retrieve the refuse. As cars are parking on the roads in front of the car park entrances they are having to drive across the communal gardens to enter/ exit the Car Parks which in turn has caused damage. We are looking at parking restrictions in front of all car parks which would essentially mean lining one side of the road. (I have attached some photos which demonstrates the damage etc)

Residents have also raised concerns that there are no restrictions on the corners where Willow Road meets Conifer Way. This is a blind spot and frequently has vehicles parked both sides which can be dangerous.

Also, due to the manner of the parking, we have had issues with emergency vehicles accessing the estate due to poor parking- Stacey Court is at the end of the estate and is for residents aged over 50 or disabled so we often require emergency vehicles to this area.

It should perhaps be noted that there are parking restrictions in place in the 'private' area of the estate.

Could you please look into the above request. If you wish to discuss this matter further or meet with us on site please do not hesitate to contact me.

Yours sincerely

13/02/2012

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

Location: Centre Place

Visit our website at <http://www.estuary.co.uk>

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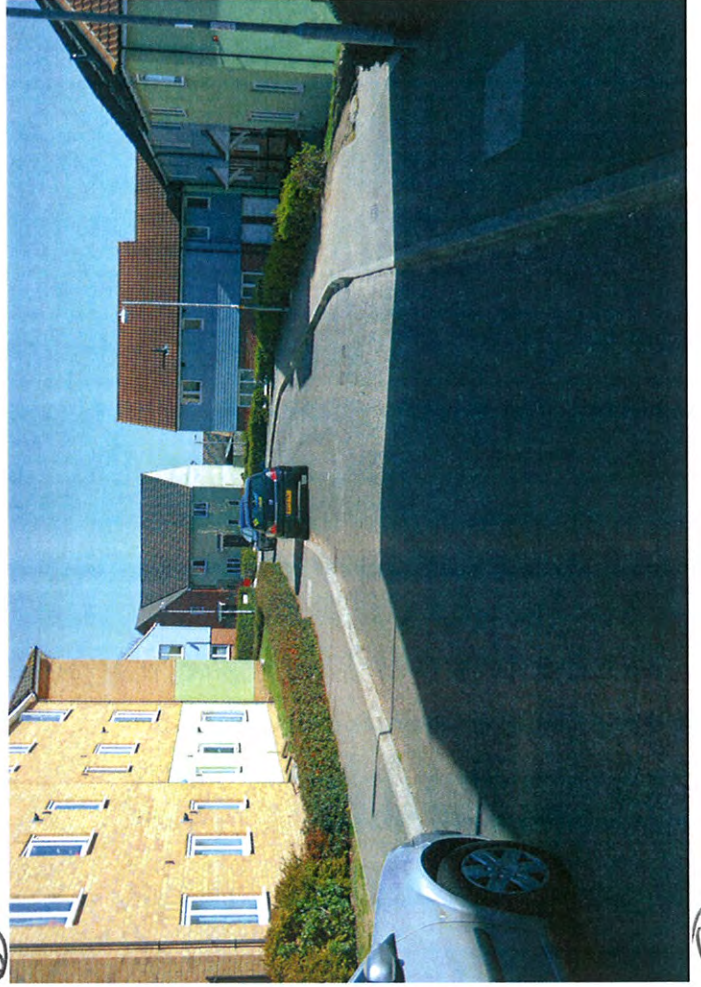
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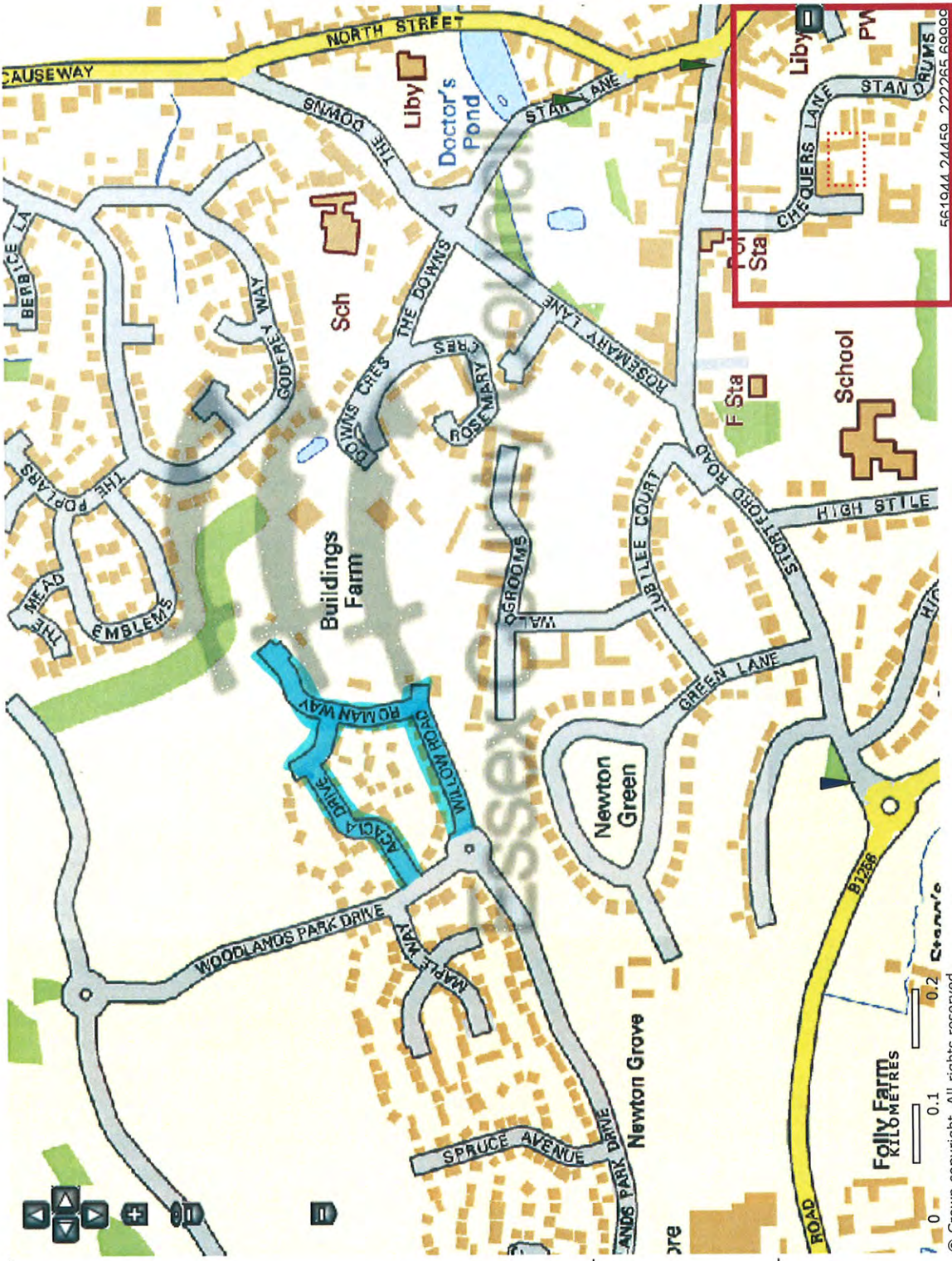




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Prioritisation Methodology

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

Newcroft-Saffron Walden

A site visit has been conducted following a resident's request.

A map has been included to highlight the area photographed and visited. The map also highlights the fact that there have been no recorded accidents 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

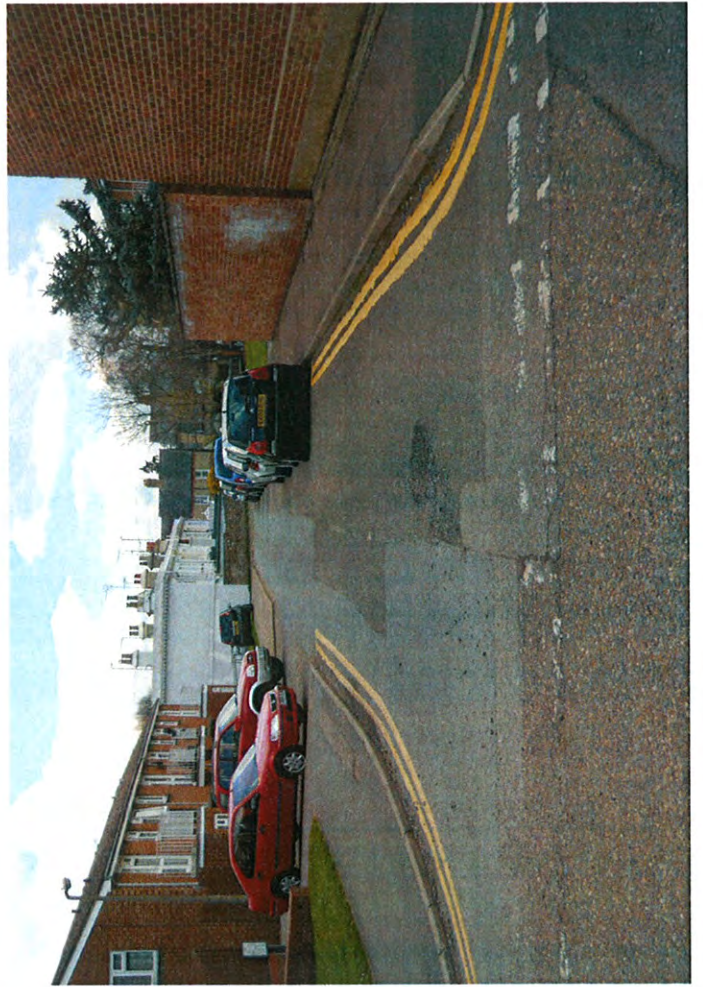
Photographs depict the road during a typical weekday.

A singular request has been received from the owner of a garage who is experiencing "issues" with access due to nearby parked vehicles.

Although it is apparent that there may be instances where inconvenience is caused, with caution, the access to the garages can still be gained without the need for any change in the current restrictions.

It would appear that parking in the road is popular and there are already restrictions in place to cover the junctions present.

Any potential restriction or scheme introduced would have to be endorsed by the residents who may be affected, along with the nominal displacement of vehicles in place at this moment in time.



On TRO

[REDACTED]
[REDACTED]
Saffron Walden
Essex
[REDACTED]

April 8th 2012

North Essex Parking Partnership
Town Hall
Colchester
CO1 9LT
parking@colchester.gov.uk

Dear Sir/ Madam,

I am writing to ask your consideration for an alteration to the parking restrictions at the junction of Fairycroft Rd and Newcroft, in Saffron Walden, Essex.

At present, there are double yellow lines that extend from Fairycroft Rd into Newcroft to a distance of some 20 yds. There is then a length of road, sufficient for 2 cars to park, then there is a white solid line in front of my garage. The rest of Newcroft has no further parking restrictions.

I am referring to the parking restrictions on the right hand side of Newcroft, when viewed from Fairycroft Rd.

I feel that the double yellow lines should be extended further into Newcroft, perhaps as far as my garage, for the following reasons.

Firstly, with 2 cars parked between the garage entrance and the existing double yellow lines, cars that are leaving Newcroft are forced onto the wrong side of the road and approach the junction with Fairycroft Rd in the middle of the road. Therefore any cars entering Newcroft are forced to wait to see if any cars are leaving Newcroft. This causes a delay in Fairycroft Rd, and possible collisions with the vehicles leaving Newcroft.

Secondly, there is a lay-by in Newcroft. This is provided for tenants and visitors to the council elderly peoples complex. It is difficult for these users to manoeuvre in and out of these spaces as the present arrangements allow parking directly opposite the lay-by.

Third, although there are no cars allowed to park in front of the garage for 38a, the proximity of cars on both sides of the garage exit means that i am

blinded from seeing traffic entering and leaving Newcroft when using the garage.

If the double yellow lines were extended to remove the 2 parking spaces, the junction would be more suitable for use of the layby, would allow easier exit to and from Fairycroft Rd, and easier access to my garage.

Recently, the road markings were being repainted, and the gentleman in charge mentioned that I should write to ask for the situation to be reconsidered.

Sincerely yours,

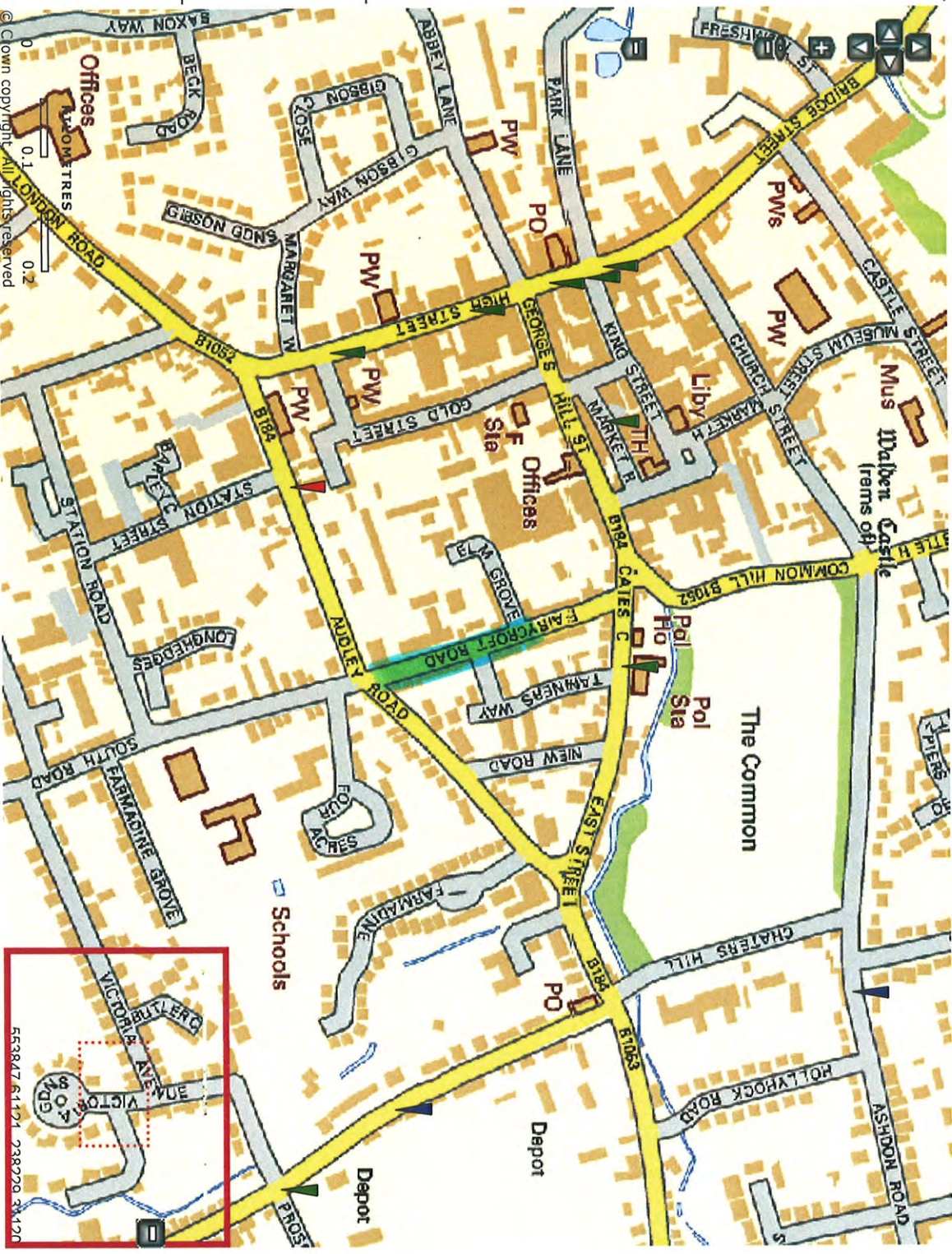




Area referred to

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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
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Parking close to existing restrictions	5 points

Maximum Score 100 points

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Summary sheet

Hunters Way-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 several parking options for this particular road and a limited number of residents.

Of all of the elements suggested in the attached correspondence, the installation of a residents parking scheme appears to be the only option which could be taken forward by the Parking Partnership if this was deemed necessary and appropriate.

As suggested in the response provided to the customer, is support for residents parking present in the road as only one request has been received.

It also appears that there may be underlying issues between local residents and the parking which occurs in the road itself.

If a residents parking scheme were introduced we would need to consider all of the residents in the road and not a specific part as a scheme would need the full support of all concerned.

There is an assumption also that with only one complaint relating to parking availability in the road, many residents are quite happy/tolerant of conditions and accept that car ownership in most cases exceeds available space.

Without additional residential support we would recommend that no further action is taken in this matter.

Shane Taylor

On TRO

From: Shane Taylor
Sent: 15 August 2012 13:30
To: Andrew Thomson
Subject: RE: Hunters Way, Saffron Walden, Essex

Dear Mr Thomson

Thank you for your email.

I have answered your questions below in a separate colour for your ease and convenience however 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.

In addition to the answers below it appears that you are suggesting a residents parking scheme in your road and this would need to be fully supported by all of the residents presently residing in the area.

If this was not the case then a scheme is unlikely to happen and as we have only received your request in relation to this matter it is assumed that support may not be available.

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

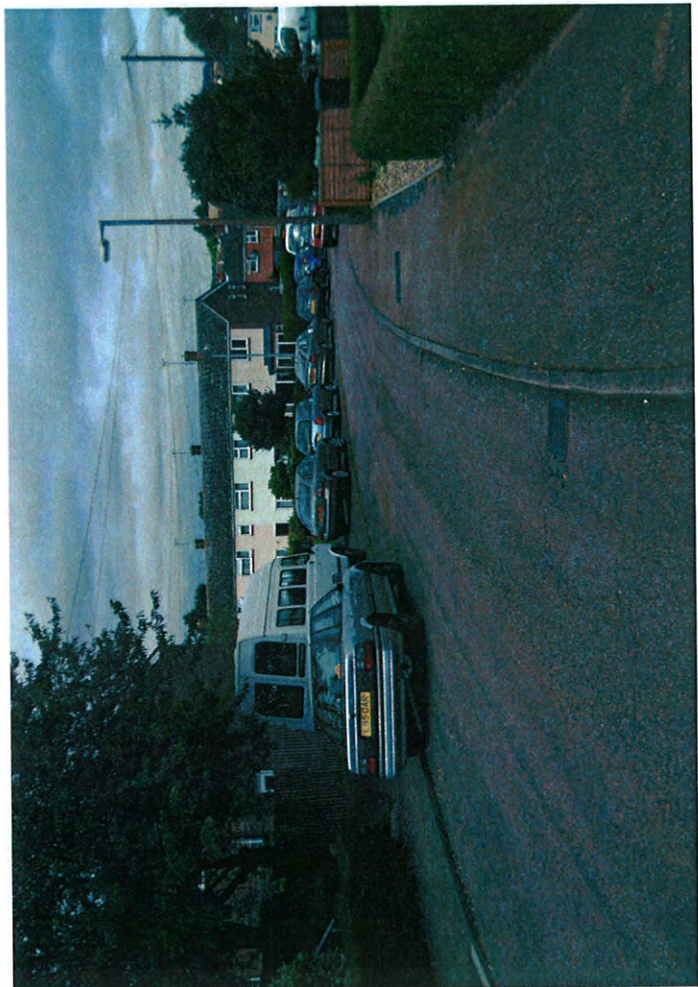
Tel- 01206 282838
Fax- 01206 282716
Email- shane.taylor@colchester.gov.uk
Web- www.parkingpartnership.org

Colchester is the lead authority for the North Essex Parking Partnership....
bringing together the parking operations for Essex

Think  before you print this email!

From: Andrew Thomson [<mailto:athomson922@btinternet.com>]
Sent: 09 August 2012 19:37
To: Shane Taylor
Subject: Fwd: Hunters Way, Saffron Walden, Essex

15/08/2012







area referred to

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hunters way

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HUNTERS WAY SPRINGFIELD
CHELMSFORD
HUNTERS WAY SAFFRON WALDEN TOWN
SAFFRON WALDEN

+ Date Range



Sent from my iPhone

Begin forwarded message:

From: ANDY THOMSON <athomson922@btinternet.com>
Date: 21 May 2012 21:02:12 GMT+01:00
To: "parking@colchester.gov.org" <parking@colchester.gov.org>
Subject: Hunters Way,Saffron Walden,Essex
Reply-To: ANDY THOMSON <athomson922@btinternet.com>

Dear sir/madam,

I live at [REDACTED] Hunters Way,Saffron Walden and over the years the parking is getting worse.I live around the green with the numbers 5-27 hunters way and there is a lay-by which runs along side the green and on the other side of the road there are property's with drive ways,the problem we have is that a number of people have 2 cars and also work vehicle which park in this part of the street.the people with drive ways always park in the lay-by and this lead to no room for any other vehicles so we have to park either on the grass or right around the corner where we cannot keep an eye on our own property. One other problem i have is that when i get my children out of my car there is no safe place to cross the road as the cars are so tightly parked it is hard to see both ways and cars do drive very fast down the road.

I would like to give you an example of 2 residents of the street,

1,They own 3 cars,1 mini-bus which is always parked in the lay-by and is used once a year and a works vehicle.They always park in the lay-by and have a driveway of there own.

2, The other also owns 2 cars and a work vehicle and they always park the works vehicle in the lay-by and never park outside there own drive.

There are many more problems with parking,there is a caravan in the lay-by which does not move.

This i feel is not fair as we have a right to park outside our home and we hardly ever can.

Can i make a couple of suggestions please that i was hoping that the council might think about,

1,Signs are put up that the lay-by is for No's 5-27 use only. **Unfortunately we are unable to do this with no restriction or scheme in place which refers to these properties and any motorist who possesses a road fund licence is able to park on the highway outside of restriction times or on any unrestricted section of highway. There is no assumed right in existence which allows an individual resident to park outside their own property on the public highway.**

2,Can the green be taken away and spaces made and numbered again for the use of numbers 5-27. **The removal of the green is a matter which would need to be considered by the owners (Parish/District/County Council) and is not something that the Parking Partnership would complete due to the significant costs involved.**

3, Polite letters be given to the houses on the other side of the road to ask them to cease from parking in the lay-by. **As mentioned the public highway can be utilised by any motorist who possesses a road fund licence where no restriction/scheme exists.**

Since the weekend a new family have moved into the corner of the green and they also own 2 cars and parking is going to get even worse much more than it is now.

I feel that something needs doing as it is not acceptable for people with drive ways be allowed to park in spaces that should be allocated for the people in the green as we have nowhere else to park and they do.

Can this please be looked into with a matter of urgency.
Many thanks.

A. Thomsen