

## 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

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**Note:** The engagement and consultation issues have been withdrawn from the revised scoring methodology as these occur at the decision points in the process.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

A site visit has been conducted following a request for restrictions at the above location.

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.

Correspondence is also included which is relevant to the proposal and details work already completed by the County Council

### **Officer Recommendation/Observations**

A request to install two sections of double yellow lines in the areas highlighted on the attached ECC plan has been made, investigated and consulted on by the County Council.

Two objections received are currently being dealt with by the County Council although it is envisaged that there will be no issue in progressing this scheme in the near future when this is resolved.

This particular scheme relates to the parking of vehicles on the highway which either partially obstructs or makes the exit/entrance to a car park awkward, along with parking close to Motts Yard on what is considered to be a restrictive section of road.

A report and scheme relating to Stebbing School is also available and it is considered that the two schemes mentioned could be worked on and implemented at the same time as one another at the appropriate time.

On TRO

Yim Kong  
Head of Localism and Customer Liaison  
West Area Highways Office  
Goodman House  
Station Approach  
Harlow CM20 2ET



[REDACTED]

[REDACTED]

[REDACTED]

Stebbing  
Great Dunmow

[REDACTED]

Date: 11 August 2011  
Our Ref: CS/PT.46 (D1)  
Your Ref:

Dear [REDACTED]

### PROPOSED WAITING RESTRICTIONS – HIGH STREET, STEBBING

Following recent discussions with the Stebbing Parish Council a formal request has been made to consider the introduction of the following waiting restrictions as a result of continued road safety concerns and parking related problems at the locations indicated below and highlighted on the associated location plans:

#### Lengths and sides of roads at Stebbing in the District of Uttlesford

#### No waiting at any time:

#### **High Street – See attached plan**

Should the County Council decide to proceed with these proposals, notice will be given in the press in the normal way. However it is felt that you may wish to comment on the proposals before any procedural steps are taken.

Your comments would be appreciated by 1<sup>st</sup> September 2011.

Yours sincerely



Yim Kong  
Head of Localism and Customer Liaison

Please reply to [highwayenquirieswest@essex.gov.uk](mailto:highwayenquirieswest@essex.gov.uk)

Telephone: 0845 603 7631

Fax: 01279 404650

Internet: [www.essex.gov.uk](http://www.essex.gov.uk)



EssexWorks.

For a better quality of life



Area referred to

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<input type="checkbox"/>	Accidents	<input type="checkbox"/>

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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

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**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**

### **The Green-Saffron Walden**

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 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 Green and associated roads during a typical weekday and vehicles parked in situ are considered to be a mix of residential parking and that associated with visitors to the nearby town centre.

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

Consideration to introduce a scheme, as requested, would need to be made but factors such as the "lack" of request would also be a significant factor.

Is the introduction of a scheme necessary and would it be supported by the general populace as these are major factors to consider.

Although at peak times, at weekends and evenings parking is likely to be in a higher demand, it is considered that ample parking is available at this time for a majority of residents, potentially explaining the lack of requests received.



Area referred to



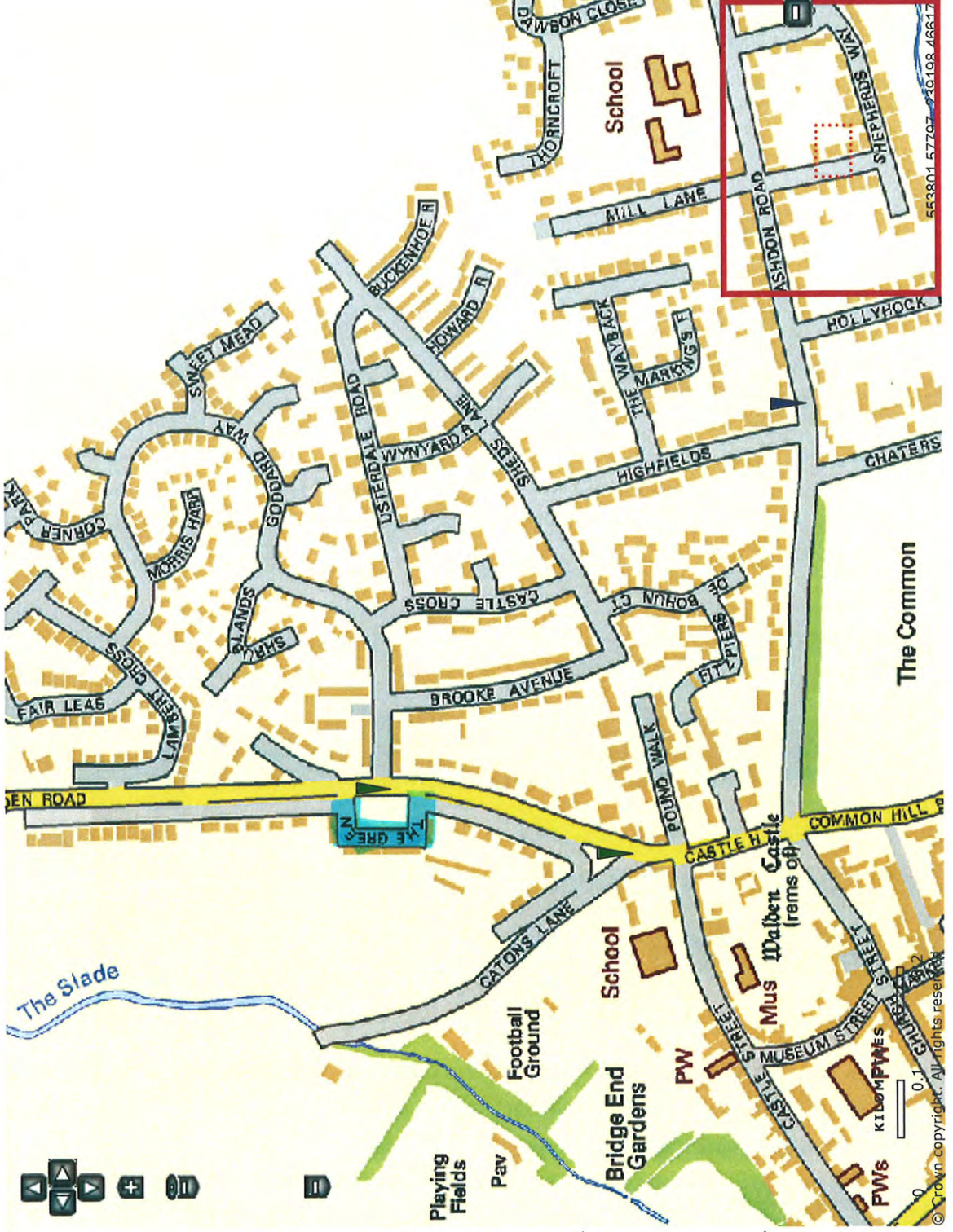
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**- Find Street**

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**Shane Taylor**

On TRO

**From:** Shane Taylor  
**Sent:** 27 March 2012 14:09  
**To:** [REDACTED]  
**Subject:** FW: Residents only parking.

Dear [REDACTED]

Thank you for your email and comments, all of which have been noted.

We will arrange for the area to be inspected and will ensure that your request for residents parking is considered.

The North Essex Parking Partnership board has recently met and approved several new schemes for progression and additional requests are unlikely to be considered for at least 4 months.


Please be aware that any recommendation or request may take between 6 months and a year to instigate if we are successful in any relevant application we propose.

We will keep you informed of any proposals or decisions made in relation to this subject.

Kind regards

Shane Taylor  
 Technical Team Leader  
 North Essex Parking Partnership  
 Tel: 01206 507860  
 Colchester Borough Council

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

Think  before you print this email!

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**From:** [REDACTED]  
**Sent:** 26 March 2012 16:34  
**To:** Parking  
**Subject:** Residents only parking.

Good afternoon Mr Taylor,

I was told by your operator that you may be able to give me some information about how to go about trying to obtain "residents only parking" on the small road where I live.

I live at [REDACTED] The green, Saffron Walden, Essex. [REDACTED].

The road I live on has a small green that separates the 16 flats (one of which I live in) from the main road at the top. There are also four 3 bed houses up either sides of the green. You can only park on one side of the road as the green is on the other and its not wide enough for cars to park on both sides of the road. Aside from a very small front garden, we have no frontage so we cannot park anywhere other than on the road. All

27/03/2012

the ground floor residents in the flats are over 60 years of age (we have to be, as this is part of the Councils policy) The reason why I am writing is pretty obvious, because we are only a few minutes walk from the town centre, we are now finding if we dare to move our cars, certainly in the mornings, we just cannot get back into our road to park! This will last all day until people finish work, they then collect their cars, and then we can move back. Those of us who have cars who live here, often end up having to drive sometimes two roads away perhaps having to lug our heavy shopping bags back to our homes by foot!

Its been getting worse over the last few years, and now that the local council have decided to put up the car parking charges within the town center so I believe it will get even worse ( if thats possible!)

I have spoken to a few of my nieghbours who agree with me, and have expressed the same desire as myself to try to get some "residents only" parking permits. Of course we understand that it would incur costs to ourselves, but we believe it would be worth it in the long term.

I would be grateful if you could advise me as to how I might go about trying to get this to happen.

Thank you for your time.

Kind Regards

~~XXXXXXXXXX~~

## Prioritisation Methodology

<b>Viability</b>	<b>12 points</b>
Contribution to economic development .....	6 points
Sustainability - doesn't contribute to displacement .....	6 points
<b>Finance</b>	<b>10 points</b>
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<b>Enforcement</b>	<b>12 points</b>
Parking occurs during day .....	3 points
Parking of a long duration .....	4 points
Parking close to existing restrictions .....	5 points
<b>Maximum Score</b>	<b>100 points</b>

**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**

### **Barnston Green/Rayfield Close-Barnston**

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 the submission of a report.

### **Officer Recommendation/Observations**

Photographs depict the area referred to in the report.

A request has been made regarding the installation of double yellow lines in the roads at specific points to deter what is considered to be inconsiderate/dangerous parking.

A reply email covers the main points that the NEPP and client officer should consider in answer to the request for restrictions in the roads mentioned.

Essex Police are able to instigate action against motorists who park within a prescribed distance of a junction or on pavements, which are two of the reported issues, illustrated in the attached correspondence/photographs.

As suggested in the reply email it is assumed that additional requests would have been received if perceived as a major issue to local residents.

There is also an assumption that local residents accept and tolerate the witnessed parking which is common in estate roads across the Partnership area and this may serve to explain the singular request for restrictions which has been received.

On the basis of the evidence available such as the lack of accident statistics and the fact that there is alternative remedial action available via Essex Police, the NEPP recommends that no further action is taken at this time in this matter.

**Shane Taylor**

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**From:** Shane Taylor  
**Sent:** 03 August 2012 10:40  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Parking Rayfield Close - photos attached from Mr Daya  
**Attachments:** Map.pdf

Dear Cllr

Thank you for your email.

I have attached a copy of Traffweb which is a map based system utilised to record accident statistics on the highway, recorded over a 3 year period and it is one of the main factors that we consider when receiving a request for restrictions.

As you can see from the attached map there have been no recorded accidents in the area and this, as mentioned would be a significant factor in the success of any application made.

Although I cannot answer for the County Council I would also suggest that ECC would not introduce a restriction on the grounds of safety (a function that they are still able to do) due to the lack of evidence available.

Unfortunately the parking illustrated in photographs is typical across the Parking Partnership area and although we do not condone the activity we simply do not possess the resources to install restrictions to deter this type of parking at every location, hence the utilisation of a scoring matrix to identify those scheme requests which may require intervention based on a number of factors.

Restrictions are usually installed on the basis that a majority of those affected (in this case local residents) support any changes suggested and we have not received any other requests relating to this location.

I will ensure a report is submitted to Uttlesford District Council for their perusal but due to the significant number of requests already held for the Partnership area, a report is not likely to be submitted until after the next Partnership board meeting in October 2012.

We will of course update all interested parties as soon as we have any further information which relates to an individual scheme request.

Kind regards

**Shane Taylor**  
Technical Team Leader  
North Essex Parking Partnership

Tel- 01206 282838  
Fax- 01206 282716  
Email- [shane.taylor@colchester.gov.uk](mailto:shane.taylor@colchester.gov.uk)  
Web- [www.parkingpartnership.org](http://www.parkingpartnership.org)



Area referred to

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<input checked="" type="checkbox"/>	Fatal Accidents
<input type="checkbox"/>	Accidents

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

Think  before you print this email!

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**From:** vicranger@talktalk.net [mailto:vicranger@talktalk.net]  
**Sent:** 02 August 2012 13:16  
**To:** 'Barna Trevaill-Phillips@essex.pra.policie.uk'; vicranger@essex.gov.uk; Shane Taylor  
**Cc:** barnston@talktalk.net  
**Subject:** Fwd: Parking Rayfield Close - photos attached from Mr Daya

Shane

Good afternoon to you all.

I am sending this to you all at once as I see this as a problem that requires a joint approach even if to just clear away any confusion about areas of responsibility/jurisdiction.

(see below for correspondence between him and [redacted] - the Parish Clerk) lives in Rayfield Close which is off Barnston Green. Not only do residents there have to negotiate parked vehicles that reduce visibility and impinge upon space for getting in and out and general manoeuvrability but as [redacted] points out parking also occurs at the entry into Barnston Green from High Easter Road leading to very unsafe conditions.

As a result there have been numerous occasions where collisions have been narrowly avoided.

At the Barnston Green entry the parking occurs in the immediate area where the school bus picks up children.

So the question is what can be done?

Are double yellow lines able to be laid down at the Barnston Green entry and at strategic points in Rayfield Close and would they be enforceable?

I look forward to your advice.

Best regards

Vic Ranger (Barnston Parish Councillor)

-----Original Message-----

**From:** [redacted]  
**To:** vicranger@essex.gov.uk  
**Cc:** [redacted]  
**Sent:** Fri, 6 Jul 2012 12:56  
**Subject:** Parking Rayfield Close - photos attached from Mr Daya

---

**From:** [redacted]  
**To:** [redacted]  
**Subject:** RE: Parking Rayfield Close  
**Date:** Thu, 5 Jul 2012 20:17:44 +0100

Hello [redacted]

Please find some photos attached, as I get more I shall continue to forward these on to you.

Many Thanks

---

**From:** Parish Clerk Barnston Parish Council [redacted]

**Sent:** 04 July 2012 15:55

**Cc:** [redacted]

**Subject:** FW: Parking Rayfield Close

Dear [redacted]

Further to my email of 20th June, please find attached the Agenda for this coming Monday's Parish Council meeting.

As mentioned previously, if you are able to attend to raise the parking problem that will be great - this will be during item 3. However, if you are unable to attend please let me have any photos and/or information by Friday in order for me to pass it to Councillor [redacted] on your behalf. As stated before this information would be most helpful so that we can forward it to our PCSO.

I look forward to hearing from you.

Kind regards,

[redacted]  
Clerk  
Barnston Parish Council

---

**Subject:** RE: Parking Rayfield Close  
**Date:** Wed, 20 Jun 2012 14:58:52 +0000

Hello again [redacted] and thank you for your reply to my email.

Thank you for providing information regarding the times that the parking problems are at their worst. As this information will need to be forwarded to our PCSO (as mentioned in my previous email) we really need as much detail as possible. It would help if you could provide photos stating location, date/day, time. We would really need Jo to make a visit when the problem is at its worst so the photos and accompanying information would be most useful.

With regards to the Parish Council meeting ..... as you are unsure as to whether you can attend, I will ask [redacted] (Parish Councillor and Road Safety Rep) to raise this problem during his Road Safety update.

Minutes from all meetings are displayed on the parish noticeboards (one near to the bus stop - Great Dunmow direction and one where Barnston Green meets High Easter Road), but I will email you the ones from the July meeting once they are available.

However, I do have to point out that the Parish Council cannot stop people parking their vehicles in areas where there is no restricted parking. If it is seen as dangerous/inconsiderate then the PC can inform the relevant body i.e. Essex County Council Highways and/or the Police. As you can appreciate, this makes any evidence you can supply me with most useful and I'd be grateful to receive it by Thursday 5th July. If you would like to supply your photos as actual photographs, please deliver them to me at 34 Rayfield Close - thanks.

Kind regards,

[redacted]  
Clerk  
Barnston Parish Council

> Subject: Re: Parking Rayfield Close

> Date: Tue, 19 Jun 2012 22:53:32 +0100

> Hello

> Many thanks for the speedy response. The worst time for these problems are at the weekend and evenings, if it helps I can also send some pictures. As for the next meeting I will try and attend however work commitments may prevent this, if that is the case could you email the minutes/outcome of the discussion? I also understand that other residents will be contacting you regarding this matter.

> Many thanks in advance

> On 11 Jun 2012, at 18:12, "Parish Clerk Barnston Parish Council" <barnstonpc@hotmail.com> wrote:

>> Thank you for your email. I will of course put your complaint on the Agenda for the Parish Council meeting.

>> Items need to be submitted at least 6 days prior to a meeting for Agenda inclusion. Therefore, your issue will be raised at the July meeting on Monday 9th. You would be most welcome to attend the meeting and may like to speak about the issue during the Public Forum. The meeting will commence at 7.45 pm and will be held at the village hall.

>> In the meantime, I am going to forward your email onto our local neighbourhood police officer - PCSO [redacted] to investigate. It would be most useful if you could let me know which days and times (during those days) that the problems are at their worst. This would help [redacted] as there would probably be not much point in her looking around when the area is quiet!

>> Thank you again for your email and I look forward to hearing back from you and hopefully seeing you on 9th July.

>> Kind regards,

>>>

>>> Subject: Parking Rayfield Close

>>> Date: Sun, 10 Jun 2012 20:49:39 +0100

>>>

>>> To whom it may concern,

>>> I would like to bring to your attention the issue of inconsiderate and sometimes dangerous parking in Rayfield close. As a resident it is becoming more and more frustrating and I would like to formally bring this to your agenda.

>>> Listed below are examples:

>>> 1) As you turn into Rayfield Close from High Easter Road you are immediately faced with parked cars and commercial vehicles, this prevents you from seeing oncoming vehicles which could lead to accidents. (There has been a number of near misses)

>>> 2) The Playing field - This is used by older teenagers/adults, many of these individuals drive into Rayfield close and park irresponsibly (why is the village hall parking not used for these people?)

>>> 3) Vehicles are parking on pavements making it difficult for pedestrians and in particular parents with buggy's.

>>> 4) In conjunction with points 2 and 3 vehicles are also parking in the entrance to Cul De Sac's, as you can imagine this makes it difficult for residents to access their driveway.

>>> Where possible I have attempted to speak to individuals, however the response has been "there's no yellow line, so I can park where I like"

>>>

>>> I would appreciate if you could consider the points I have raised and I await your response

>>>

>>> Many thanks in advance

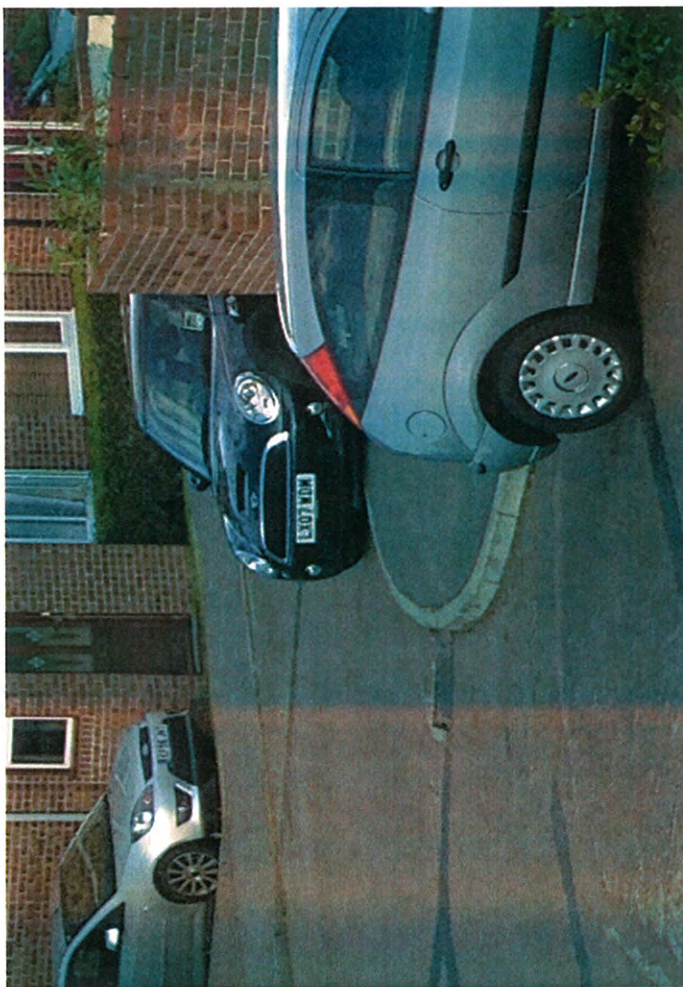
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## Prioritisation Methodology

**Viability** 12 points

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**Finance** 10 points

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Support from local budget .....	3 points
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**Impact** 28 points

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**Enforcement** 12 points

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---

**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**

### **Horn Brook-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 road 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 extension of the double yellow lines present at the junction and illustrated in the attached photographs.

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

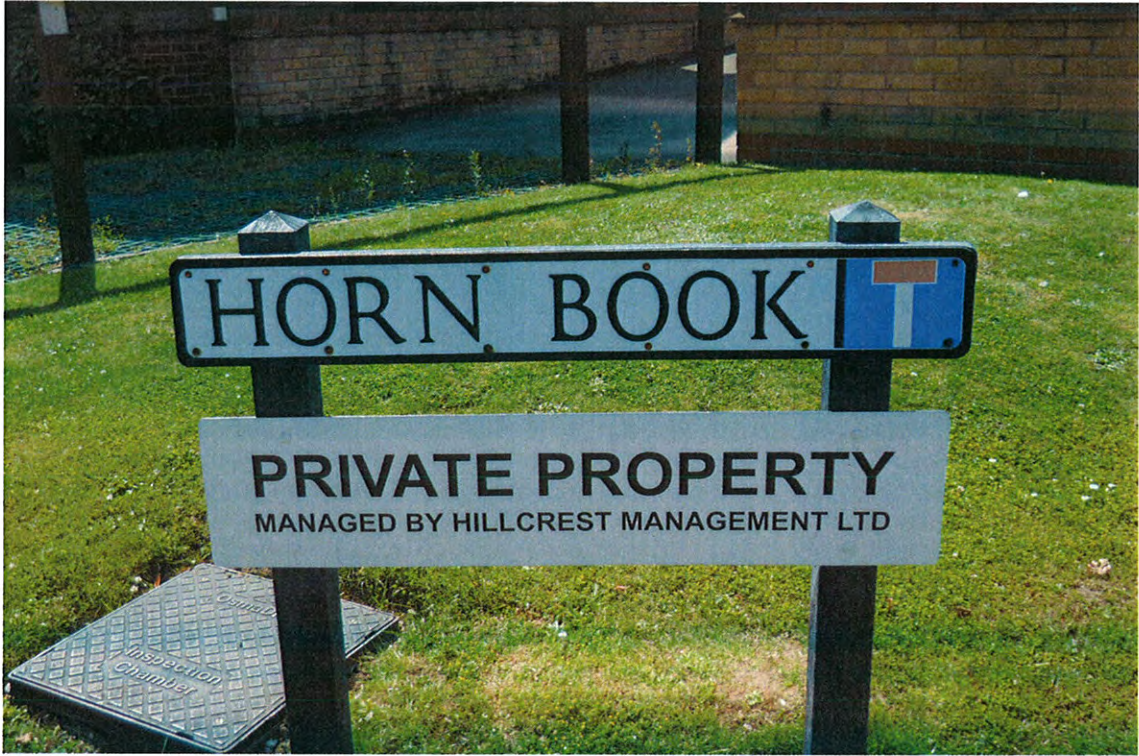
It is assumed that due to the age of the reasonably new development that consideration was given to the length of the lines present at the junction, at the appropriate time and it appears that they are consistent with the restrictions at other points.

The road/estate itself appears to be private and managed as such and it would be reasonable to expect that action, if deemed necessary and appropriate could be taken locally to address the reported issues with the residents who are parking in the reported manner.

This would be without the necessity of a restriction change, which could be deemed to be an inappropriate resolution in this case.







Shane Taylor

Gn TRC

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**From:** Peter Gray on behalf of Parking  
**Sent:** 09 May 2012 09:51  
**To:** Shane Taylor  
**Cc:** Trevor Degville  
**Subject:** FW: Dangerous Parking on Horn Book Private Estate, Saffron Walden, Essex

Yellow line request again.

*Peter Gray*

Duty Officer  
North Essex Parking Partnership

01206 507860 or 01206282316

[www.parkingpartnership.org](http://www.parkingpartnership.org)

Colchester is the lead authority for the award winning North Essex Parking Partnership.  
Bringing together the parking operations for Essex

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**From:** [REDACTED]  
**Sent:** 08 May 2012 21:59  
**To:** Parking  
**Cc:** [REDACTED]  
**Subject:** Dangerous Parking on Horn Book Private Estate, Saffron Walden, Essex

Dear Sirs,

I am a Director of the Horn Book private estate in Saffron Waldon, Essex which has 51 flats, 10 houses and 19 Estuary properties.

I have received complaints from residents about the inconsiderate parking of a few cars on our approach road to the main Saffron Walden Radwinter Road crossroads which is controlled by traffic lights.

Our approach road is quite narrow and cars approaching these traffic lights have to drive on the other side of the road to reach Radwinter Road if cars are parked close to the traffic lights. I am concerned that an accident could be caused if it is not possible to prevent cars indiscriminately parking in this area.

We have written to the residents in the two Blocks that we believe are parking in this area

09/05/2012

but unless double yellow lines are painted on this approach road there are no sanctions that can be enforced as the Council have declined to take on this responsibility.

Can you help us sort out this dangerous parking situation? Any advice you can provide would be of great assistance to us.

I look forward to hearing from you.

Yours faithfully,







## Prioritisation Methodology

<b>Viability</b>	<b>12 points</b>
Contribution to economic development .....	6 points
Sustainability - doesn't contribute to displacement .....	6 points
<b>Finance</b>	<b>10 points</b>
Support from budget .....	4 points
Support from local budget .....	3 points
Supports the hierarchy of routes (TRO Policy).....	3 points
<b>Impact</b>	<b>28 points</b>
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
<b>Accessibility</b>	<b>18 points</b>
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
<b>Localised congestion</b>	<b>20 points</b>
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
<b>Enforcement</b>	<b>12 points</b>
Parking occurs during day .....	3 points
Parking of a long duration .....	4 points
Parking close to existing restrictions .....	5 points
<b>Maximum Score</b>	<b>100 points</b>

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.



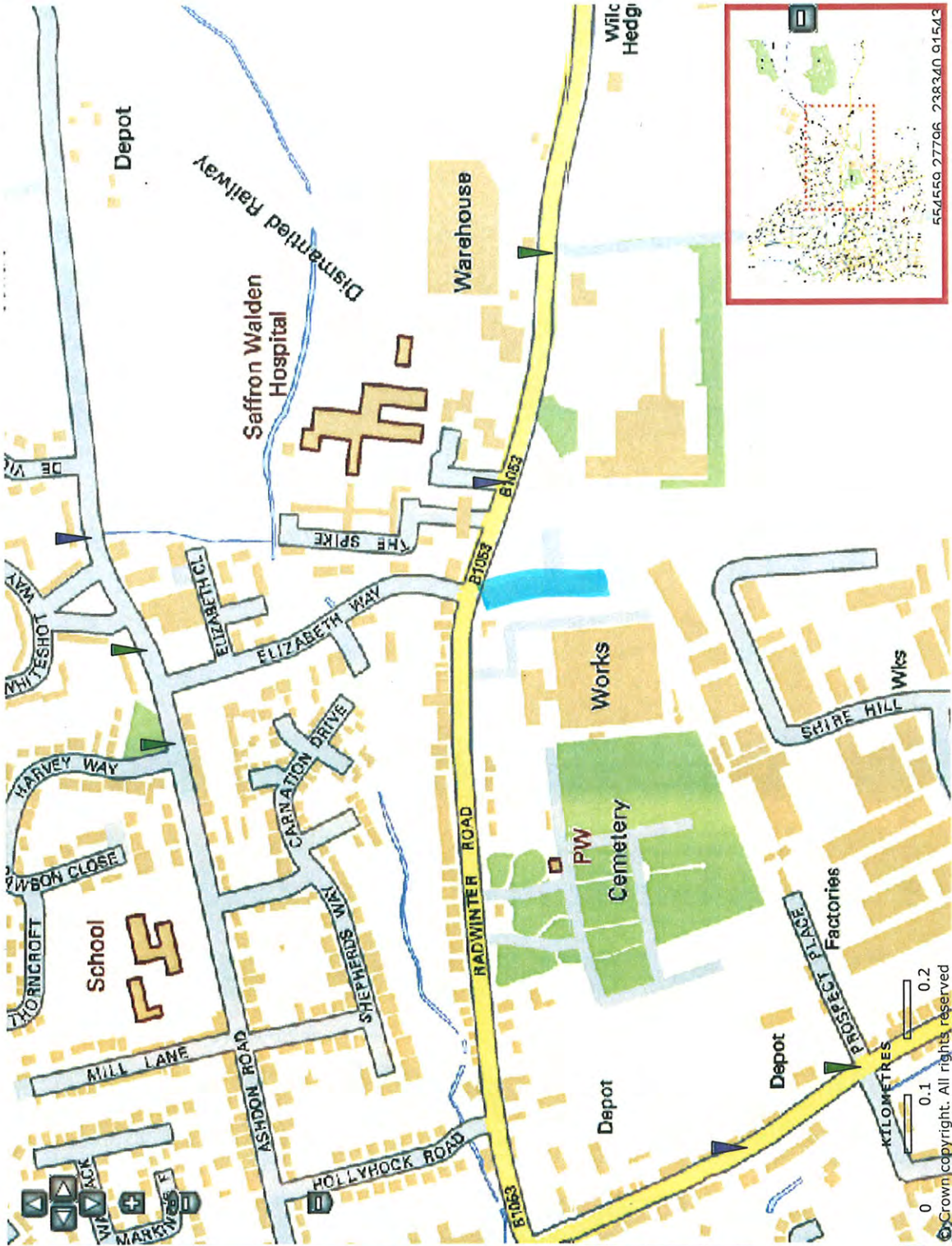
Area referred to

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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
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- ELIZABETH WAY HALSTEAD URBAN HALSTEAD
- ELIZABETH WAY HATFIELD PEVEREL CHELMSFORD
- ELIZABETH WAY THUNDERSLEY BENFLEET
- ELIZABETH WAY WIVENHOE COLCHESTER



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## **Summary sheet**

### **Manuden**

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.

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

Green symbol-slight accident

Blue symbol-serious accident

Red symbol-fatal accident

Correspondence is also included which has led to the enclosed report.

### **Officer Recommendation/Observations**

A request has been made to investigate the introduction of the double yellow lines at an unknown location in Manuden.

No further correspondence has been received from the complainant since the original request was received which may indicate that support for any restriction cannot be gained.

It would also appear that there have been no recorded accidents in the direct area.

**Shane Taylor**

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**From:** [REDACTED]  
**Sent:** 03 May 2012 17:50  
**To:** [REDACTED]  
**Cc:** Shane Taylor  
**Subject:** FW: Application for Yellow Lines

Paul

FYI – Can you place a copy in the records please

Thanks

[REDACTED]

---

**From:** Trevor Degville  
**Sent:** 03 May 2012 17:49  
**To:** [REDACTED]  
**Subject:** RE: Application for Yellow Lines

Dear [REDACTED]

Whilst there are no set guidelines, a common submission would be preferable from an administrative point of view.

Yours sincerely

[REDACTED]  
Parking Services Team Leader  
**North Essex Parking Partnership**  
**01206 282316**  
[www.parkingpartnership.org](http://www.parkingpartnership.org)

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

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**From:** Alan Gardiner [mailto:alantogardiner@btinternet.com]  
**Sent:** 03 May 2012 11:57  
**To:** [REDACTED]  
**Subject:** RE: Application for Yellow Lines

Dear [REDACTED]

Thank you for your prompt response.

I have one further question if I may. The proposal would be to enable me and my neighbours (about 9 properties) to have improved and safer access onto the highway from our shared drive. My questions is whether individual applications from each householder or a common submission which we all signed would be preferable?

Regards

30/07/2012

Alan Gardiner

---

**From:** Trevor Degville [mailto:Trevor.Degville@colchester.gov.uk]

**Sent:** 02 May 2012 08:55

**Subject:** RE: Application for Yellow Lines

Dear [REDACTED]

I am writing following receipt of your e-mail below.

The first step is to let us know which area in Manuden could benefit from waiting restrictions (yellow lines). The area will then be assessed by the North Essex Parking Partnerships technical team. The findings will be discussed with Uttlesford District Council and if they feel it is appropriate will put forward the scheme to the North Essex Parking Partnerships Joint Committee for approval. This is a committee made up of Councillors from the local authorities in the partnership (Braintree, Colchester, Harlow, Epping, Uttlesford and Tendring).

If approval is granted, the formal legal process to install the restrictions can begin. This involves advertising the restrictions, listening and responding to any objections, sealing the order and putting in the lines and signs that are required before enforcement can begin. Unfortunately, it is not unusual for this process to take over a year from start to finish.

Yours sincerely

Trevor Degville  
Parking Services Team Leader  
**North Essex Parking Partnership**  
**01206 282316**  
[www.parkingpartnership.org](http://www.parkingpartnership.org)

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

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**From:** Alan Gardiner [mailto:alan.gardiner@colchester.gov.uk]

**Sent:** 01 May 2012 19:56

**To:** Parking

**Subject:** Application for Yellow Lines

Dear Sirs,

Please can you tell me what the process is to apply for new yellow lines to be installed on a highway in Manuden, Essex.

Regards

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

Any opinions expressed are not necessarily those of Colchester Borough Council and or Colchester

30/07/2012





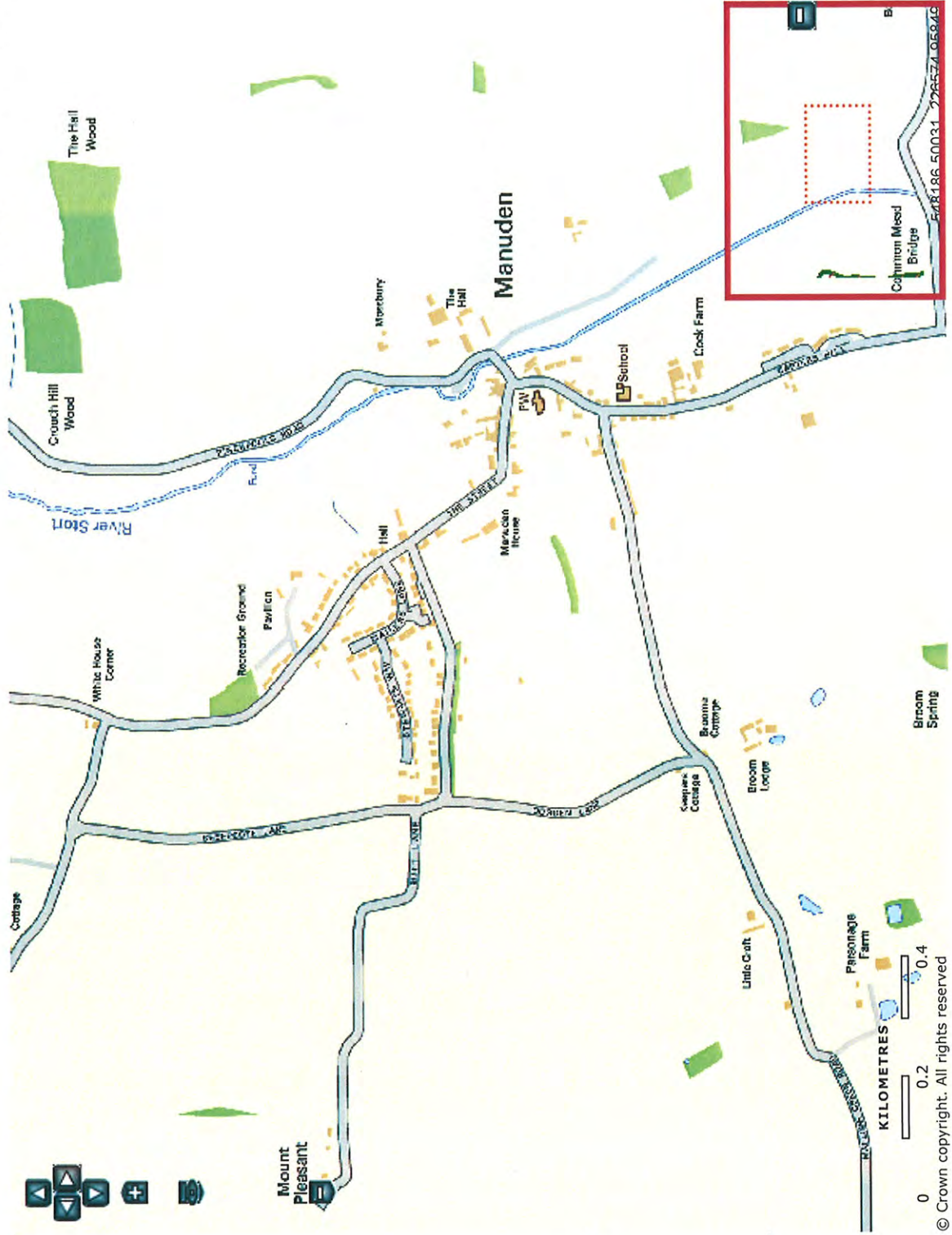
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<input checked="" type="checkbox"/>	Serious Accidents
<input checked="" type="checkbox"/>	Fatal Accidents
<input type="checkbox"/>	Accidents

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## **Summary sheet**

### **UDC- Parking Permits- Parking Bays**

#### **Saffron Walden- Castle Street scheme**

A request and report has been produced in relation to this matter for consideration. Changes to permits could be made however this would need to be done on a District basis which would encompass all permits currently issued.

The support of UDC (client officer/ Councillor) would be needed to facilitate this if it was deemed appropriate and a priority.

#### **Lower Street-Stansted Mountfitchet- (dual use of resident parking bays)**

A request by the Parish Council to allow non residents to use bays, described in enclosed correspondence has been made and previously reported on.

A change in the TRO relating to the location, along with the associated advertising would need to be completed to facilitate amendments to this permanent and established scheme.

Priority would need to be given to this request along with the consideration of all other scheme requests currently held for the District.

**Peter Gray**

---

**From:** Trevor Degville on behalf of Parking  
**Sent:** 24 May 2011 10:29  
**To:** Peter Gray  
**Subject:** FW: 24 Hours Resident Parking Permits Suggestion

Peter

Can you file this with the other suggestions please

Thanks

---

**From:** [REDACTED]  
**Sent:** 12 May 2011 16:54  
**To:** Parking  
**Subject:** 24 Hours Resident Parking Permits Suggestion

Dear [REDACTED]

Castle Street Residents' Association in Saffron Walden has 70 members. At last night's AGM it was suggested that it would be helpful if there were made available 24 hour resident parking permits as well as the current 1 hour and 4 hour permits.

I would be grateful if you and your colleagues would look into this suggestion.

[REDACTED]

24/05/2011

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From: Cllr Barker [mailto:cilrbarker@uttlesford.gov.uk]  
Sent: 06 December 2011 13:08  
To: Michael Perry; Richard Walker; Cllr Chambers  
Subject: FW: Parking Partnership

Not sure whether this one will sit with Essex or with NEPP

From: Ruth Clifford [mailto:ruth.clifford@stansted.net]  
Sent: 06 December 2011 09:02  
To: Cllr Barker  
Subject: Parking Partnership

Dear Cllr Barker – many thanks for finding the time to meet with us yesterday, this was much appreciated.

With regard to the Parking Partnership, I confirm that we are currently half way through the 6-month trial of our Residents' Parking Scheme in Lower Street and Grove Hill. Due to the vast amount of spaces which are not occupied during the day, it is likely that we shall request an amendment to this scheme to allow on-street parking by non residents for a limited time during the week (Monday to Friday) on one section of Lower Street. Any such request will be forwarded in early April following the completion of the trial at the end of March. I would be grateful if this could be added to the list of TRO's for Uttlesford to be considered by the team.

Regards  
Ruth

Ruth Clifford  
Stansted Mountfitchet Parish Council  
Council Offices, 72 Chapel Hill,  
Stansted, Essex CM24 8AE  
01279 813214  
Tel: 01279 813214  
parishcouncil@stansted.net

23/12/2011