

**Proposed 'No Waiting at Any Time' restrictions, on Maltings Road**

**A Consultation was carried out between 12 January 2023 to 03 February 2023. Twelve objections were received as summarised as per below.**

<b>Comment Type</b>	<b>Comment</b>	<b>Response</b>
<b>Objector 1</b>	<ul style="list-style-type: none"> <li>In my opinion this will cause lots of problems in the area pushing vehicle parking further up the arms of Maltings Road in already congested areas.</li> <li>I believe that these restrictions will add to the existing aggravation and adversely affect the living standards of the residents of Maltings Road and surrounding area.</li> </ul>	<ul style="list-style-type: none"> <li>Whilst we appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have off street parking. With parked vehicles on the perimeter of the roundabout it has been reported to us on a regular basis that buses cannot perform the manoeuvre without difficulties.</li> <li>Highway Law states 'the highway is to pass and repass' and this statement must always be behind any decision that is made, we cannot be governed by the lack of parking on the highway - where possible the highways authority allows it in some areas as it can assist with traffic calming, and we do on occasions put parking restrictions on both sides of the carriageway, although if the restrictions are only on one side, the parked vehicles move to the other side, which residents dislike.</li> </ul>
<b>Objector 2</b>	<ul style="list-style-type: none"> <li>There are only 5 buses a day – when they aren't cancelled. There are no buses before 9.30am or after 2.30pm in the afternoon – therefore it would make sense to have a limited no waiting period – say from 9 until 4pm. This would allow people to park in the evenings when it doesn't restrict normal traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Essex Highways work with, and for, all parts of the community, including the bus services, if we can introduce some parking restrictions, it is hoped that not too far in the future the bus service will increase and expand, with longer hours, becoming more of an asset to the community and in keeping with the desire of the government to promote more sustainable travel</li> </ul>

		such as Walking/cycling/bus travel over private vehicles.
<b>Objector 3</b>	<ul style="list-style-type: none"> <li>I don't believe that removing people's means of parking is the answer. Parking down each road is limited and very much has a first come, first served basis, it will affect myself, my partner who parks there when she stays at weekends, even my father, whom I live with, friends that visit during the week and/or weekends.</li> <li>I feel this would affect the people who actually live here more than the amount of people that use the bus. I believe the many should have righter than the few, whom use the bus.</li> </ul>	<ul style="list-style-type: none"> <li>Whilst we appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have off street parking. With parked vehicles on the perimeter of the roundabout it has been reported to us on a regular basis that buses cannot perform the manoeuvre without difficulties</li> <li>Essex Highways work with, and for, all parts of the community, including the bus services, if we can introduce some parking restrictions, it is hoped that not too far in the future the bus service will increase and expand, with longer hours, becoming more of an asset to the community and in keeping with the desire of the government to promote more sustainable travel such as Walking/cycling/bus travel over private vehicles.</li> </ul>
<b>Objector 4</b>	<ul style="list-style-type: none"> <li>I do object to the no parking proposal on the four branches off the roundabout this does affect the buses in any way. With parking already very limited this would mean taking valuable parking spaces away that would accommodate 8-12 vehicles with nowhere else to park.</li> </ul>	<ul style="list-style-type: none"> <li>If we introduced no parking on the roundabout only, that parking could go on to the arms off the roundabout, nobody should be parking with 10 metres of a junction as the highway code stipulates.</li> </ul>
<b>Objector 5</b>	<ul style="list-style-type: none"> <li>The C6 bus (as it is now, not no.51) also has problems navigating entry to Park View Crescent from Vicarage Lane and the next 2 corners that bring it into Maltings Road. Unless restrictions apply there as well not only will problems remain but also vehicles not able to park in Maltings Road will use neighbouring</li> </ul>	<ul style="list-style-type: none"> <li>This scheme is being progressed to help address the issues faced along this route. We aspire to increasing the level of bus service provision as part of a revitalisation of the bus network in the city. Essex County Council have made commitments to the government to work with bus operators to make bus use more attractive and increase ridership – service reliability is a big</li> </ul>

	roads instead making the Park View Crescent section even more hazardous than it is now.	element of this. Government papers state that we all need to look at sustainable travel cycling, walking, using buses. This scheme is being proposed so that with the installation of the parking restrictions, and with the resulting ease of access, that the buses will run much more frequently, and for longer hours thus reducing the need for car usage dramatically, the reason there are not more services at this moment in time is due to the difficulties experienced by the bus services running in this area
<b>Objector 6</b>	<ul style="list-style-type: none"> <li>I think the proposals are unnecessary and would cause great inconvenience to all residents in the area meaning many people would have to park a long way away from their homes.</li> <li>I understand that buses may have difficulty getting round the island but there is no reason to restrict parking completely on the roundabout, maybe just the sections on the North side of the East and West side arms adjacent to the roundabout. There is no need to restrict parking on the side North and South side arms at all, let alone for 10m. These arms are not used by buses at all. Also, the buses only travel from West to East so there is no need to restrict parking on the South side of the East and West side arms.</li> </ul>	<ul style="list-style-type: none"> <li>Whilst we appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have off street parking. With parked vehicles on the perimeter of the roundabout it has been reported to us on a regular basis that buses cannot perform the manoeuvre without difficulties.</li> <li>If we introduced no parking on the roundabout only, that parking could go on to the arms off the roundabout, nobody should be parking with 10 metres of a junction as the highway code stipulates. It is the practice of Essex County Council to normally install 15 metres at any junction, longer if required. Highway Law states 'the highway is to pass and repass' and this statement must always be behind any decision that is made, we cannot be governed by the lack of parking on the highway - where possible the highways authority allows it in some areas as it can assist with traffic calming, and we do on occasions put parking restrictions on both sides of the carriageway, although if the restrictions are only on one side, the parked vehicles move</li> </ul>

		to the other side, which residents dislike. If residents are already ignoring highway code and parking on the roundabout, they will park on all junctions which will not solve any of the issues that currently exist or will continue to exist.
<b>Objector 7</b>	<ul style="list-style-type: none"> <li>Due to the volume of traffic in our cul-de-sac alone, including visitors, I am regularly left without a space to park and have to park either at the roundabout or in one of the roads coming off from the roundabout itself. This is not ideal and certainly not something I or other family members are happy about, but we are left with no choice due to the limited space available.</li> <li>The plan to remove the option of parking at the roundabout or adjacent roads is, without doubt going to exacerbate an already frustrating and stressful situation for all who live in the area who will be directly affected.</li> </ul>	<ul style="list-style-type: none"> <li>Whilst we appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have off street parking. With parked vehicles on the perimeter of the roundabout it has been reported to us on a regular basis that buses cannot perform the manoeuvre without difficulties. If we introduced no parking on the roundabout only, that parking could go on to the arms off the roundabout, nobody should be parking with 10 metres of a junction as the highway code stipulates. It is the practice of Essex County Council to normally install 15 metres at any junction, longer if required. If you are not the owner of the property, is it possible for you to approach them to install off street parking?</li> <li>Highway Law states 'the highway is to pass and repass' and this statement must always be behind any decision that is made, we cannot be governed by the lack of parking on the highway - where possible the highways authority allows it in some areas as it can assist with traffic calming, and we do on occasions put parking restrictions on both sides of the carriageway, although if the restrictions are only on one side, the parked vehicles move to the other side, which residents dislike.</li> </ul>

<b>Objector 8</b>	<ul style="list-style-type: none"> <li>We have many elderly &amp; people with disabilities who live in Maltings Road leading to Sydnor close who require transport to pick them up or drop them off due to mobility &amp; health issues. Access is required for those that need care at home.</li> <li>Your proposal will take away all the areas where I park on the arms leading off the roundabout into Maltings Road leading to Sydnor Close.</li> </ul>	<ul style="list-style-type: none"> <li>Accessibility for emergency vehicles and others: Many people do have private drives that can be utilised. We are not placing parking restrictions where they are not needed, and there are areas without any parking restrictions. You can drop off and pick up for 5 minutes on double yellow lines. No access is being denied.</li> <li>Essex Highways are not responsible for the parking ability of its residents, that is the responsibility of the vehicle owners.</li> </ul>
<b>Objector 9</b>	<ul style="list-style-type: none"> <li>Maltings Road, Southern Area: - Not necessary as buses do not use this road, but it would displace space for 1 resident's vehicle. Maltings Road, Northern Area: - Again for the same reason as above, but again would displace space for 1 resident's vehicle. Maltings Road, Western Area: - Not necessary, as for the last 20 years I have resided here vehicles have always parked on right hand side of road not to impede buses, but proposal would displace space for 2 resident's vehicles. Outer Edge of Roundabout: - From Maltings Road, Western Area via Maltings Road, Southern Area to Maltings Road, Eastern Area:- Not necessary as buses do not use this side of roundabout for return journeys. Large vehicles i.e., bin collections up to three times a week use this route without problems but would displace space for up to 4 resident's vehicles. Because of the number of dropped kerbs, kerbside parking is at a premium.</li> </ul>	<ul style="list-style-type: none"> <li>Whilst we appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have off street parking. With parked vehicles on the perimeter of the roundabout it has been reported to us on a regular basis that buses cannot perform the manoeuvre without difficulties. Highway Law states 'the highway is to pass and repass' and this statement must always be behind any decision that is made, we cannot be governed by the lack of parking on the highway - where possible the highways authority allows it in some areas as it can assist with traffic calming, and we do on occasions put parking restrictions on both sides of the carriageway, although if the restrictions are only on one side, the parked vehicles move to the other side, which residents dislike.</li> </ul>
<b>Objector 10</b>	<ul style="list-style-type: none"> <li>My husband is an on-call firefighter at Great Baddow station and if he gets a fire call he has to</li> </ul>	<ul style="list-style-type: none"> <li>Whilst we appreciate that some of the restrictions will displace some of the parking, many of the properties in this area do have the ability to have</li> </ul>

	<p>be there within 5 minutes, this could prove impossible if he has to park away from our home</p>	<p>off street parking. You, yourself have off street parking, and the restrictions will not be outside your house. With parked vehicles on the perimeter of the roundabout it has been reported to us on a regular basis that buses cannot perform the manoeuvre without difficulties.</p>
<p><b>Objector 11</b></p>	<ul style="list-style-type: none"> <li>• The proposed parking restrictions are symmetrical and not in proportion to the solution of the problem. (Bus traffic is in one direction only)</li> <li>• The parking restrictions extend to the North and South of the Junction – this appears to be unnecessary - busses do not go here. Restrictions on the roundabout seem to extend longer than necessary.</li> <li>• The parking restrictions remove the number of available resident parking spaces – these are scarce.</li> </ul>	<ul style="list-style-type: none"> <li>• Your communication then continues to make observations in regard to the proposed scheme, stating that the ‘proposed parking restrictions are symmetrical and not in proportion to the solution of the problem. (Bus traffic is in one direction only)’ – it is true that the bus routing is currently unidirectional however it has been operational in both directions in the past and as indicated above, it is quite possible that along with other highway measures being progressed along the route, that the network of services in the area could alter. The scheme is symmetrical as the interventions apply equally to all borders of the ‘circular roundabout style structure’.</li> <li>• Next you observe that ‘the parking restrictions extend to the North and South of the Junction – this appears to be unnecessary - buses do not go here.’ – as previously stated, no driver should be parking on any of the junctions, nor the roundabout – vehicles parking on the approaches to the roundabout cause particular issues for larger vehicles and our proposals are only upholding the highway code.</li> </ul>

	<ul style="list-style-type: none"> <li>The proposed restrictions are 24/7 when the problem is to deal with a small transitory issue.</li> </ul>	<ul style="list-style-type: none"> <li>The next issue observes that parking restrictions remove the number of available resident parking spaces – these are scarce, to which we would respond that as you have stated earlier in your email, it is the unreasonable numbers of cars per property that are causing the issue for other road users. Communication with residents have suggested that the available garages are not being used fully, nor are the provided visitors/residents' bays. It is a common fact, residents who do not provide their own parking facilities prefer the easy option of parking outside their own property, however Highway Law states 'the carriageway is there to pass and repass', it is not an automatic right that residents can park on the public highway.</li> <li>You next advise that the 'proposed restrictions are 24/7 when the problem is to deal with a small transitory issue.' Whilst it is true that the main party bringing the issue to our attention currently operates only for a restricted period, this issue remains for large vehicles/emergency services 24/7. Additionally, as relayed earlier, we aspire to the bus service through the area, being improved over time as the package of interventions along the route to aid accessibility are implemented. The illegal parking on the roundabout and at junctions is not timed that is 24/7 and should be always adhered to.</li> </ul>
<b>Petition</b>	<ul style="list-style-type: none"> <li>If, as you have stated, there is legislation already in place prohibiting parking within 10 metres of a junction, it would be redundant to</li> </ul>	<ul style="list-style-type: none"> <li>You are correct, however if there are no yellow lines this is not enforceable, unfortunately people parking in these areas are not complying with</li> </ul>

	<p>put double yellow lines on the side arms of Maltings Road.</p> <ul style="list-style-type: none"> <li>• If you are unable to police the situation as it stands, how do you propose to monitor the situation ongoing.</li> <li>• if you propose to place double yellow lines off the roundabout in the middle of Maltings Road, why are these not also being applied at the end of the road, where it meets Park View Crescent?'</li> <li>• 'You have advised that the site has been assessed, but clearly the assessor was unaware of the actual bus routes as it only runs in one direction.'</li> <li>• 'Why are restrictions being applied to the side of the roundabout where a bus never travels?'</li> <li>• 'With such a short window during which buses travel along Maltings Road – why could you not have a restricted parking for a limited period say 9am-3pm?'</li> </ul>	<p>legislation and therefore these will now be made formal.</p> <ul style="list-style-type: none"> <li>• With parking restrictions in place, they could be enforced by our parking partnership.</li> <li>• Parking restrictions are being installed on the bus route only, where bus operators have reported incidents and not being able to access or pass through.</li> <li>• Essex Highways are aware of the bus route direction, however we do have to look at the bigger picture when making assessments, any changes should include others that may also experience the same difficulties, such as emergency services (the Fire Brigade) and other large vehicles that are not subject to strict routes.</li> <li>• If restrictions were only placed on one side of the roundabout, then parking would all transfer to the other side, whilst this may not be a bus route, there are larger vehicles that access the estate, and they need access.</li> <li>• The government have passed legislation with regards to increasing sustainable transport, which includes using buses/cycling/walking and does not include car usage – originally the buses on this route were reduced due to the problems that the bus operators experienced in trying to access the bus stops, drive the route and to keep to a</li> </ul>
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	<ul style="list-style-type: none"> <li>• 'You have advised that there is 'no waiting at any time' on all areas where double yellow lines are proposed. However, you have also individually indicated that it is permitted to stop on them for 5 minutes to drop off'.</li> <li>• 'When residents are dealing with elderly people (i.e., visiting parents) or very young children, it is not practical to drop them off and then leave them unsupervised while you go to find parking elsewhere and then walk back'.</li> <li>• 'This will also reduce access for carers, emergency vehicles and other essential services.</li> <li>• 'Not everyone is able to walk long distances for a variety of health-related reasons. Given that walking a long-distance carrying shopping may not be feasible'.</li> </ul>	<p>timetable. With the implementation of the proposed scheme, it will allow the bus operators to relook at this area with a view of increasing the frequency of the buses for a longer period, and large vehicles with no strict timetable should be able to access the estate without difficulties.</p> <ul style="list-style-type: none"> <li>• This statement is correct, there is an indicator in the highway code to allow for the loading/unloading of passengers for 5 minutes, applied to double yellow lines. Double Yellow Lines are called 'No Waiting At Any Time' Double Red Lines are called 'No Stopping At Any Time', with Double Yellow Lines you get a 5 minute drop off pick up period which you would not be enforced on.</li> <li>• Essex County Council are not responsible for providing parking. The majority of properties on this route do have the facility to provide off street parking. Double Yellow Lines provide a 5-minute drop off pick up period which which you would not be enforced on.</li> <li>• Emergency vehicles would not be affected, according to law emergency vehicles may park on double yellow lines or other restricted parking road markings.you would not be enforced on.</li> <li>• This is one of the reasons why a more reliable and frequent bus service is essential.</li> </ul>
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	<ul style="list-style-type: none"> <li>• There are no cycle routes in this part of Great Baddow'.</li> <li>• 'The bus service is a joke. Over the past years it has reduced from 7 days a week service to 6 days and then to 5 days. From a bus every 30 minutes to one an hour, amalgamated with another route and then to just 5 buses a day, that frequently don't turn up'.</li> <li>• 'For residents trying to get into Chelmsford City Centre this can be a difficult and expensive process. Your suggestion that the bus service will increase and expand is unrealistic, given the history. Despite many residents asking for improvements over the years. Currently local residents without cars who cannot walk far are unable to get to the doctor, the local shopping centre and other amenities.</li> <li>• If smaller buses (e.g., 'hopper' buses) were put on this route they would not only be more viable, but also be able to negotiate the roundabout more easily.</li> </ul>	<ul style="list-style-type: none"> <li>• This is currently true, but there may be in the future.</li> <li>• Essex Highways has no say in the running of the bus service, if the community that use it are unhappy with it they should approach the bus service providers. However, it is hoped that with the introduction of these restrictions this bus service can be more frequent and for longer hours, because they will not face the difficulties they have so far.</li> <li>• With the scheme being installed this can be improved. All Councils have been given directives to increase cycling, walking and bus services. without the scheme being installed improvements cannot be made to the extension of time for buses or frequencies of the buses</li> <li>• It is not within the remit of this scheme; Essex Highways do not make these decisions. Local Bus companies should be approached with these suggestions, it may be that they do not have the finances to buy smaller buses. Residents could remove the vehicles off the road by installing off street parking, if people had parked more considerately a scheme such as this would not be being introduced. It is not only buses that are struggling it is other large vehicles such as, removal lorries, dust carts, and delivery lorries.</li> </ul>
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	<ul style="list-style-type: none"> <li>• 'Can you liaise with the bus company and ascertain the actual plans, rather than 'hoping' there will be a change?</li> <li>• 'Currently, the ability to park on the street near to a property is an asset, which will be removed when parking is restricted. That may affect the value of the homes that are owned by the tenants. Several properties are still under the control of the Chelmer Housing Partnership – most of which do not have any off-road parking facilities.'</li> <li>• 'Houses that do have off road parking cannot be parked in front of so, parking is already reduced in the road and when everyone is home from work it is already challenging to park anywhere in Maltings Road. In fact, some residents have had visitors park across the dropped kerb access to their off-road parking, which simply aggravates the problem.'</li> <li>• 'While some home owners have room for creating off-road parking, they don't have the financial ability to afford that kind of alteration to their properties and Chelmer Housing properties would not have this potential.'</li> <li>• 'Why have you suggested this as a solution to the problem, when it is not practical, - or does the County Council propose to fund these alterations?</li> </ul>	<ul style="list-style-type: none"> <li>• It is the team within Essex County Council that liaise with the bus companies that are asking for this scheme.</li> <li>• It is residents responsibility to provide their own parking as and where they can. As residents have no automatic right to park on the public highway as Highway Law states that 'the carriageway is there to pass and repass' the carriageway does not form part of any residents property. Those property under Chelmer Housing Partnership need to contact them directly with regards to off street parking.</li> <li>• Essex Highways cannot be involved with neighbourhood parking issues and do not form part of the remit of the scheme. It is down to each individual resident to sort their own parking out.</li> <li>• That is something that each resident needs to address and does not form part of this scheme.</li> <li>• Off road parking is a solution, and would increase the value of properties, it is not down to the tax payers to pay for residents to have off street parking, so it increases the value of their property.</li> </ul>
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	<ul style="list-style-type: none"> <li>• 'How do you propose to rectify the fact that you are simply moving the problem from its current location to somewhere else locally?'</li> <li>• If the roundabout was either reduced in size or altered to feature a drive over section similar to the roundabout in Writtle Road near the Crematorium, this would make negotiating the roundabout much easier for buses – and larger vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>• Essex County Council are trying to make sure a bus service and large vehicles have access through Maltings Road. like many other areas, where residents choose not to have off road parking on their properties and continue to park on the public highway, there may come a time when a conflict occurs which may need to be resolved. As many of the properties have the ability to have off road parking and there are garage parking spaces, it would be the responsibility of the residents to find alternative parking.</li> <li>• The suggestion of removing the roundabout would likely encourage inappropriate use of the road, causing detriment to local residents and would also cost 10's of £1000's to implement due to the need to reconfigure utility companies apparatus, new drainage, Street lighting as well as resurfacing activities – and this would not be cost effective, justifiable nor a reasonable solution, given the current economic position, especially when a much more cost efficient solution would be equally, if not more effective, at a fraction of the cost, and therefore would undermine the ability to provide a solution to assist the passage of larger vehicles, including buses.</li> </ul>
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