

**Table of Issues Raised and Responses \_ Brentwood APPENDIX C**

<b>Issue</b>	<b>Positive/ Negative</b>	<b>Summarised Objection</b>	<b>Officer Response</b>
1	N	I'm a resident of Kings road Brentwood and I'm trying to find out why the parking is suspended outside my house and how long it will be suspended for? This makes life extremely difficult for me as I have a disabled daughter and need parking outside my house. If it's going to be a long while I need to know so I can move home. Any information would be great?	Suspension of parking to assist Bus movements and traffic flows. If scheme is abandoned the restriction will return to those in place pre covid-19 measures
2	P	I am in favour of this action but do recall that during the re-surfacing of the High Street some years ago, a problem was encountered in the Ongar Road, Highland Avenue, Burland Road and Sawyers Hall Lane. The congestion was very bad, as the routes are not really suitable, with parking allowed in Sawyers Hall Lane, at busy times almost becomes a single lane, particularly with heavy vehicles trying to get through. What consideration has been given to this problem? I live in Brentwood Place, and we will be affected by vehicles not realising this is a mews entrance really, and finding they have to turn around and go out again. I have no idea as to how long this is intended, but has any consideration been given to what will happen with increased school activities? Between 8-45am and 9-45am, and 2-45pm and 3-45pm each day there is heavy congestion in Sawyers Hall Lane already.	The measures have been trailed for over 4 weeks and issues that have occurred are being taken into account. Initially it was not known if traffic levels would return to pre covid 19 levels and whilst traffic flows have increased to 98% of their previously levels the morning peak has significant reduced from its pre covid level. If the scheme is abandoned the restrictions in place pre-covid 19 will come back into force.
3	N	The barriers in Kings Road do not facilitate social distancing (in fact looking at pictures the barriers could it worse) and actually it is hard to see how the barriers in the high street do. They are placed only at the disabled parking bays/ loading bays and not elsewhere. They seem designed to stop parking, the sign stating 'Parking bays suspended' offering a clear statement. In summary the barriers, far from being about social distancing, seem designed only to stop parking. Please can you confirm why there are barriers in King's	The scheme was implemented using temporary traffic management as required by Chapter 8 of the Traffic Signs manual. If the scheme was made semi permanet

		Road? Was their consultation with the businesses located there to suspend parking?	moving to a temporary traffic regulation order the barriers would be replaced with more aesthetically pleasing semi permeable measures. The measures in Kings Road were to remove parking to facilitate Bus and traffic movements.
4	P	Thank you for your letter regarding the closure of the Highstreet. On a whole we have no issues or concerns over this however there is 1 area we would like to seek clarity over. The letter mentions no deliveries via the Highstreet and these all need to be conducted via the rear of the premises. What arrangements have been made with G4S for the banks/building societies and their collection and delivery of cash as this cannot not completed via the rear of the branch.	Exemptions were being permitted through the closure.
5	P	We are a Busy Dental Practice in Crown Street Brentwood. We are aware of the temporary closure to the high street from tomorrow and welcome changes that benefit the town during these unprecedented times. I am writing today as our only way in and out to our practice with these changes will be Hart Street which i can see will be made two way instead of one way. Our concerns would be that this road is kept clear from parked cars. The road is not very wide and parked cars would cause problems especially if emergency vehicles need to get to us. Can you offer any reassurance to us or advice regarding this matter?	During the trial period additional civil enforcement activity was undertaken to manage inappropriate parking.
6	P/N	Presuming deliveries to shops between King's Rd and Crown Street will be from Hart Street, how will lorries get out at Crown St end if no access to High street?	Hart Street was turned into two way (it was one way entering only from Kings Road).
7	N	Myself and my fiancé are both disabled, both have blue badges and we use a Motability vehicle. I am VERY concerned that the removal of the disabled	Accepted that some inconvenience has been

		spaces on the Brentwood High Street is going to greatly impact the disabled members of our community. If the disabled spaces were monitored more closely there wouldn't be the problem of able-bodied people abusing them to "only be five minutes" as they go into Starbucks etc. Please reconsider allowing disabled traffic back onto the high street, anyone who has a blue badge I'm sure would be more than willing display it and show it to an official.	experienced by disabled drivers used to parking in the High Street. Alternative parking was made available but there was a small increase in distance to reach the High Street. The situation for disabled drivers will be monitored
8	N	Re high street closure from 09.00 to 18.00 I was wondering your rationale knowing the complete lack of motorists thoughtful parking ie on all on pavements along the high st. This now will most probably carry on after 18.00 therefore compromising social distancing when Brentwood is at its busiest ie pubs and restaurants etc.	The scheme was installed in order to facilitate social distancing and assist with the recovery of the High Street from the covid-19 restrictions. The night time economy has a different makeup to the use of the High Street by day time shoppers
9	P/N	I note you mention the parking along Kings Road will be suspended. We live on Queens Road and currently when people park on the side of the road it holds up traffic along the road. This is without the high street closure in place. It is likely to get worse once the high street is closed. As well as this car usually park half on the pavement therefore blocking the pavement for pedestrians. This is within the restricted hours too therefore potential for an increase in number of cars doing this in the future too if it is not stopped.	The scheme would be subject to monitoring and additional measure implemented as required. If the scheme is abandoned the former pre covid-19 measures will be put in place
10	N	My husband and I strongly object to the partial closure of Brentwood High Street. The Council have been trying to get this plan through for years with objections from residents, the emergency services and local businesses. The pandemic is being used as an excuse to get this through the back door, so to speak. The strain on already busy roads like Western Avenue clearly has not	The scheme was implemented to assist with social distancing and to encourage a return to Brentwood High street once

		been taken into consideration, especially at peak periods. Further Western Avenue has recently undergone a new layout making it extremely difficult for cars to pass when cars are parked and almost impossible for buses and lorries.	Covid-19 restrictions were lifted
11	P	I love the ideas you have for Brentwood high street. I think it would serve the community better to close the high street and crown/hart street to all traffic. Buses could be rerouted to William Hunter way giving the high street much needed space to grow with seating and some green space. Last suggestion is to perhaps reduce the planning permissions for charity shops nail salons and hairdressers and eateries to allow for a more diverse high street. No more housing, parking is already a nightmare not to mention overstretching local services like doctors etc. Rates could be lowered for an incentive to attract more patrons. Brentwood could be even more beautiful with more thought. Local patrols of an evening and weekend could keep the area safer as it has become a hotspot for teenagers to fight, even adults after a night out at the bars are known to act like pack animals. I love living here and whilst I wait for a 2-bed council property within this area, I'd like to feel safer as I get older.	The scheme was to enable a significant change to how Brentwood High street is used.
12	P/N	I have read over the new changes and am a bit worried about how this will affect delivery drivers in the area (Deliveroo). We often have food deliveries to collect and deliver in the high street and now we will risk getting a parking ticket each delivery because we are unable to stop on the high street. Are there any permits that can be issued that will allow us to park as close to the High Street as possible? We are happy that business can make more money now, but the changes are affecting our income, we will no longer be able to do our jobs. We have come from being "Key workers" to not being considered any importance.	Accepted parking would be looked at in detail if the scheme is made semi-permanent
13	P/N	You HAVE to have clear signage and lots more traffic wardens. there are people mounting pavements with cars since you removed the parking on the High Street and not a damn warden in sight. If you want people to abuse, then enforcement required ASAP, or we will all follow their lead in breaking the rules. As a Brentwood resident I expect the costs of this exercise to be beneficial only when enforcement applied to ensure everyone complies. Can	See response to 12

		you also introduce traffic camera enforcement so that way it brings even more revenues to us as residents and could fund a mental health worker or two in the High Street.	
14	N	I'd like to bring to your attention that by closing the high St to cars, therefore making the disabled spaces outside the old post office unusable, you are denying both myself & others with sever mobility problems access to the shops both SGH opposite & next to the disabled spots, St Thomas Rd is no good to me or many others with sever mobility problems, as it's too far to hobble to High Street. This is so unfair, & stops people like me, getting out & shopping at the few shops there that on btr days we could just about reach. I'd defiantly like you to reconsider these plans, so both myself & other disabled people can still enjoy that part of our lives. Many thx for a prompt reply.	See response to 7
15	P	No problems with closing the high street but: 1. Did you need to block off the disabled parking with ugly plastic barriers? If cars cannot enter what was the point? Creates an ugly impression. 2. The businesses in Kings Road must have found the last few months a struggle. So, on the first day many could open, let's shut off the parking? Surely this was the idea of an idiot hopefully someone who will read this email!	See response to 3 and 7
16	P	I recently read the letter from Essex Highways/Councillor Kevin Bennett with great interest regarding the closure of Brentwood High Street. It's great to see Essex council taking such a proactive approach to protect the public and I applaud the initiative. Following up on the request for further comments, since lockdown measures have been introduced there has been a massive spike in people parking on yellow lines on Queens Road and walking into town. The cars park across the pavement and make it impossible for appropriate social distancing. As a resident, please could I ask for the council to consider the extension of the no parking measures be extended to Queens Road to protect public safety.	See response to 12
17	N	I am emailing with regards to the above and the suspension of the blue badge parking from Iceland and further down the high street have you not thought before arranging these closures that some of us disabled people are	See response to 7

		pensioners and some of us cannot walk very far even to get out of the car to walk into Iceland takes a great deal of time and effort I really don't think this has been thought through regarding disabled people most pensioners are only going out to get supplies and a lot do use Iceland you may now find you will isolate these people even more and they may not go out at all now because they cannot walk the distance to the new blue badge parking bays you have allocated I think this needs to be amended so the blue badge bays remain so at least those with severe disabilities can keep some dignity by doing their own bit of shopping instead of having to now stay in and rely on others to get their shopping for them.	
18	N	Completely pathetic, the surrounding roads cannot cope with the traffic anyway, so good idea sending it down the back of Sainsbury's, the Ongar road stretch with the shops cannot cope already and traffic wardens are too busy hassling people in high street. And that leaves the hill by the station up to High Street a complete nightmare anyway with not enough room for buses to pass.	The scheme was implemented whilst traffic volumes were significantly reduced in order to facilitate a shift towards sustainable transport modes and encourage more walking and cycling
19	N	Congratulations you have used a pandemic to push through a system that residents have resisted for decades. We marched against this as a protest which is now denied to us. Anti-democratic. Not supported by any scientific advice as to efficacy nor created for a short term subject to public opinion and debate. No attempt to provide costing.	See response to 8
20	P	I heartily support the measures to close Brentwood High Street to vehicles (except buses and cycles). I think this will greatly improve the high street experience for pedestrians and will allow for greater personal space and reduce/eliminate cars parked up on the kerb, something that regularly infuriates me and my wife when we are pushing a pram along the pavement. Often these cars stop illegally or actually slowly drive up the pavement whilst I am walking along.	The schemes aims was to improve the High Street environment
21	N	This proposal seems completely bonkers and unnecessary. It will cause traffic congestion on the surrounding roads while pedestrians seem to largely ignore	See response to 8

		social distancing anyway. The large groups of teenagers roving the High Street should not be accommodated in this way. They should all go back to school. It would be far more effective to make it compulsory to wear face coverings in all stores and in public places including footpaths. I hope I am wrong about this, but it seems like another ill-conceived plan to punish the long-suffering motorists.	
22	N	I have lived in Western Avenue for 24 years and believe this to be a stupid idea that will affect everyone who lives in Western Avenue and Western Road! The lane closure is bad enough and slows the traffic, has anyone even looked at the road! If slowing traffic was the plan speed bumps would have been a better idea as the lane closure just stops the flow of traffic! The left turn into Kings Road is always horrendous!!! And trying to turn right into the London road is impossible most of the time! Closing the high street will make my road and this turning an impossible route for traffic and I will probably wait even longer to get home queuing in traffic.	See response to 8
23	N	As a Blue Badge Holder can you please confirm the following to me: 1) that access to the section of St Thomas' Road for disabled parking will be restricted to vehicles displaying a valid Blue Badge? Presumably arrangements will be in place to prevent other vehicle users, namely vehicles without Blue Badges and Taxis from accessing this part of St Thomas' Road? 2) when Blue Badge vehicles vacate their parking space in St Thomas' Road, they should exit this road via the High Street towards Wilson's Corner? If this is the case surely this contradicts your statements that Brentwood High Street can only be used by Buses and Bicycles?	See response to 7
24	N	Why was the high street closure implemented with no consultation from residents? Anyone living around the high street knows how horrendous the traffic is particularly at rush hour! I don't oppose A Sunday closure, but every day is too much. You want people to get back to work but make driving around the area a complete nightmare!	The measures were implemented following central government guidance on utilising the period of lower traffic levels to facilitate a one time opportunity for modal shift and to encourage cycling

			and walking. There was no statutory requirement to consult but comments on the scheme were actively requested and a specific e mail address set up to receive them
24	P	Think good idea but as lifelong Brentwood resident you will need to change traffic light sequence for traffic from Shenfield towards London. The problem will be when you go down service road William hunter way and turn left into Western Road and then left onto Weald Road you will be at the junction of Weald Road and Kings Road. The little bit of Weald road is narrow, and the choke point will be traffic from Weald Road trying to turn right towards London onto the A1023. The traffic from Kings Road has right of way and you cannot turn right from weald Road until oncoming traffic has a gap. There needs to be a gap in traffic lights so that right turning traffic from weald road can proceed and traffic from Kings Road is stopped. It's a current problem so it will be even worse in the new scheme which by the way I agree with!	Comment will be passed on to ITS
25	P	Fantastic ...humongous ...great idea to keep all the dirty fumigated cars off the High Street. Get loads of tables and chairs outside all the cafes and bars and watch Brentwood thrive to another level. I am a car owner and EVEN I want cars off the High Street They are INVASIVE, DANGEROUS AND PUMP FUMES INTO MY GRANDCHILDRENS LUNGS. KEEP THEM OFF the high street for good. Also, these market stalls that pump out fumes from a generator for 8 hours a day .... can't you find a plug socket for them ...or a lamp post they can plug into ..surely makes more sense.	Noted
26	P	I think this is a great idea, however I would suggest that it is only necessary on Fridays, Saturdays and Sundays. Weekdays for me is overkill and will cause unnecessary congestion on the alternative routes especially when schools return.	Noted
27	N	How did this get passed with no public consultation? The high street shops will suffer because I and hundreds of others will avoid the High Street	See response to 24

		because it will be too time consuming to go around the diversions and find parking. I am furious that with no notice and no consultation. It feels so underhand.	
28	N	I find this idea to be flawed, with pubs and bars opening on the 4th, which I am certain will very busy. I fear that many people will spill out onto the street and with limited traffic, far from making the High street safer and nicer to use, you will in fact be providing a large mostly traffic free battlefield. I am disabled and this will not make me feel safe or encourage me to " support our local businesses ". Once again you will greatly assist the drinking culture rather than the family shopping experience, if your plan is to replicate the quaintness of Paris in Brentwood, it will not be like a pleasant stroll by the Seine more a paddle through urine, beer and blood.	Noted
29	P	Thanks for the letter regarding the high street closure. I think pedestrianising the high street is a fantastic idea and I hope it works well and stays as a long-term measure. The query I have is... are pedestrians set to be encouraged to be in the carriageway using the same space as the buses? I get the impression that buses and cycles will still be using the carriageway throughout the day so I am a little unsure whether people will be spilling out into the street using the carriageway as footway and there could be conflicts. Maybe just something for the comms that goes out as the scheme goes live.	Noted
30	P	As a cyclist and local British Cycling Breeze ride leader I welcome the encouragement of cycling to Brentwood (which I do often) but unfortunately there is an appalling lack of bike racks in town. There's only two outside the old Post office and a few near Sainsbury's that I wouldn't use as not on a busy path and an easy target for bike thieves. As cycling has taken off phenomenally during Covid then the few that are there are not going to be enough.	Noted comments passed to officers
31	P	Having read the most recent email from Brentwood Council about the closure of Brentwood High Street to vehicles with the exception of buses and bicycles from 4th July, I wanted to contact you to say what a fantastic idea! It's wonderful that despite the obvious negatives of COVID 19, the pandemic is now inspiring new and more sustainable solutions to our local High Street.	Noted

		This measure will cut noise pollution, make our high street safer, encourage cycling and reduce emissions in the town centre. I should like to hope that closing the high street to vehicles will be adopted permanently.	
32	N	I walked along the High Street four times last week - there were no disproportionately long queues and no road safety issues from a pedestrian perspective. There has been no study I'm aware of the impact upon surrounding residential roads of the closure of the High Street. As a resident of Queens Road, a primary diversion route, can someone please explain to me how this road closure provides us residents with a 'safer, greener, healthier environment' - absolute nonsense and a profligate waste of public money	See response to 24
33	P/N	What arrangements have been made for motorcycle parking now that the High Street is closed. The motorcycle bays are currently located between Moores Place and St Thomas' Road.	Noted passed to Officers
34	N	I live on William Hunter way. I'm concerned about the proposed high street closure. The diverted traffic will be directed down William Hunter way. This will increase traffic on an already busy road. Can you give me details about how you think this will affect this road?	The scheme was implemented when traffic volumes were significantly lower than pre Covid-19 levels in order to effect a change in transport use
35	P/N	Given that this is "temporary", on what specific date will Brentwood High Street be reopened to normal two-way traffic? It would appear that the purpose is to allow safe pedestrian use of the carriageway; what action is the Council taking to make safe the dangerous cobblestones? I should add that the link to this email address is unusable on computers using Windows 10 and should be repaired.	The trial could be extended by a temporary Traffic Regulation Order for an additional 18 month period
36	P/N	Royal Mail vehicles exit St Thomas road into the Brentwood high St daily, the larger vehicles that deliver mail into the Royal mail yard must reverse from St Thomas road into the Brentwood royal mail yard as it cannot unload any other way due to the volume of vehicles already in the yard, there are more vehicles in the yard than ever due to post persons not being able to share vehicles so there are more vehicles in the yard and to exit the yard into the high St. to go	

		on delivery. During the day and evening various vehicles arrive and depart the Royal Mail yard.	
37	P/N	<p>I am a business in Brentwood High st and although I agree with what you're doing for the high street and the environment. Where you say you're helping businesses you're not helping mine is in the High Street it's on four wheels and I am a taxi your proposals discriminate against certain members of the community EG the elderly the disabled and the vulnerable people with a disability I've lived in Brentwood for 60 years I drop people off outside shops who have difficulty with their mobility and need help and support in getting to the bank and the shops and being dropped off outside these businesses in the High Street you need to consider allowing taxis into the High Street on a basis to pick up or drop off during the day and the taxi rank outside HSBC which I pay to use in my licensing fees to the licensing council of Brentwood Council needs to remain open to pick up from the businesses at the other end of the High Street there's quite a few hundred people out there sometimes that need to get home in the early hours in the morning buses are not seen in the High Street mostly after 19 in the evening taxi should be allowed in and out after that time in the evening or you may want to consider moving the bank from the other end of the High Street to somewhere nearby where is convenient for people to be allowed to get home safely after a night out in the businesses that you say that you're supporting I want you to help my business and all other taxes who run a business in the High Street I want you to help the elderly the vulnerable and those with a disability and not to discriminate quite openly with them if you want more advice on this and how you can go about it with my experience I'll be willing to come along to your meeting for planning purposes and to help you make it a better place for everybody not just people that are linked to the business and Commerce department in Brentwood the big boys like her the big shops in the banks and things like that you need to think about the small businesses who are important part of the economy in Brentwood and look forward to hearing from you asap don't forget your go to implement this on Saturday and I want these changes made before.</p>	Noted

38	N	I would like to know how the planned closure (which in terms of social distancing is a good idea in my opinion) is going to work with cyclists? If you are allowing buses and cyclists to travel along the high street (I also understand why you aren't rerouting the buses) I don't think people are going to be that comfortable using the road to walk in. My daughter has cerebral palsy and autism and would not be able to get out of the way of a cyclist. I am thinking in terms of visibility you are going to see cyclists a lot later than buses and they are unpredictable as they weave in and out. Are you specifying and marking a cycle lane?	Noted
39	N	I have received an email notice of a closure of Brentwood high street to cars from July 4th, this email was given for comments to be submitted. I therefore write to record to my objection to this closure.	Noted
40	N	To whom it may concern. I am extremely concerned at this. As a pedestrian who also uses taxis because the bus service is infrequent, I am concerned that I will be pushed off the pavement by the increased number of cyclists who often think of the pavement as an extension of the road. There is no policing of this type of behaviour. I presume there will no longer be a taxi rank off the High Street. Where will the through traffic go? Into small side roads to cause congestion and inconvenience elsewhere? The High Street is nearly dead on its feet so I don't see how this measure will help at all.	Noted
41	N	When we were previously in contact the discussion was about temporary closure of the high street once shops opened on 1st June to allow shoppers to queue more safely; at the time funerals were very limited in what could happen and generally went directly to the crematorium or cemetery. I heard no more and therefore thought the closure wouldn't be happening. My colleague received an email today and a letter was dropped in from Highways concerning the high street closure. As we are returning to use limousines again and making more of a procession for the funerals many families wish us to go through the high street, we tend to page through, i.e. at walking pace, can you see an issue with this option being given permission if on each occasion we were to let you know which day and what time this would be? Whilst there is more flexibility now with funeral services there are still	Noted

		restrictions in place so we wish to do anything we can do to help families, often this will be following a specified route.	
42	N	<p>I would just like to raise a couple of points / questions: 1) Pre-lockdown, the mini roundabout would generally tend to get busy during the school run, and at certain periods of the day on Saturday. I believe this is related to two factors – a. Firstly, the timings of the traffic signals on the western end of the High Street, which your letter indicates are to be changed. Will the traffic levels on the mini roundabout be monitored during this new period, and if so, how and when? b. Secondly, the island further down Western Road that is designed to slow down traffic on the road. I often see instances where drivers block the one-way section even when they cannot move, which causes the mini roundabout to block as no-one can move and the traffic backs up. I would suggest that you consider moving the island further down the road, use a different traffic calming measure, or simply remove the island altogether. 2) The letter mentions that all deliveries to businesses on the High Street will be to the rear of the properties, which I assume means there will be more lorries / vans down William Hunter Way, and using the mini roundabout? 3) What will be the process / timescale when determining if the temporary measures will be made permanent?</p>	<p>Noted</p> <p>The processes would be to proceed to the making of a temporary Traffic Regulation Order for 18 months during that time to scope and develop a permanent scheme that would be advertised and subject to full public consultation</p>
43	N	With reference to the closure of Brentwood High Street to traffic , my concern would be that the surrounding streets would be congested even more than they are now particularly at peak times and if the A12 is closed due to accidents/ maintenance, it would again put tremendous pressure on the streets surrounding Brentwood High street.	Noted
44	N	<p>I don't think the implications of this closure have been given a lot of thought. Whilst social distancing may improve overall in the High St., although whenever I have walked there it has not been a problem, social distancing on Queens Road will now be all but impossible. Has anyone looked at the size of the pavements on Queens Road and Western Road? The consequences of students going to and from the Ursuline School at different times of the day in Queens Road are likely to make it more dangerous for pedestrians, both in</p>	Noted

		terms of the increased traffic flow and the impossibility of any form of social distancing.	
45	N	I object strongly to the closure of Brentwood High Street effective 4 July, the surreptitious way (it is not prominent on the BBC website, as per the re-development of the Blood Transfusion Centre, paper re-cycling et al) the Council is by citing Covid19 initiating this closure disingenuously, the slipping in of "some changes could become permanent", and the risk of collecting unrepresentative views through a casual ""Brentwood Council will be gathering the views of residents, visitors and businesses" rather than a precise, scientific and prior-approved statistical assessment. This is an ancient west-east right of way for motor vehicles travelling within and through Brentwood High Street, there is nothing wrong with the current arrangement, and several towns who spent council taxpayer funds pedestrianising High Streets have since re-opened them to motor vehicles including, in the case of objections at Southend-on-Sea, "Among the key points was the emphasis on bringing back to life the road all the way through the High Street to help make it more connected and viable".	Noted
46	N	We are very unhappy about this scheme, as although you state it is "safer, greener and healthier, what hasn't been considered is the residents in the surrounding roads that will be affected by the diversion. We live in Western Road, which will be the main diversion route. This is already quite a busy road, but the increase in traffic which this scheme is going to create will not making it either safer, healthier or greener for the residents in it. We are also concerned about the encouragement this closure of the High Street will give to the revellers who frequent the bars and public houses in the High Street which. We will be expecting the area to be properly policed during this temporary enclosure and the County Council should ensure that it is, so that the disturbance to local residents is kept to an absolute minimum.	Noted
47	N	At present there is a well-used taxi rank at the High Street end of St Thomas Road...this is convenient for shoppers and many uses it regularly. not everyone is a car owner, many rely on taxis on a regular basis. You seem to have now allocated the taxi spaces to blue badge parking and I cannot see an	Noted

		alternative taxi rank marked on the plan. Please can you tell me where this will be, the present location is ideal for shoppers being just opposite Marks and Spencer and the walkthrough to Sainsburys. I trust an alternative will be just as convenient and look forward to a rapid reply.	
48	P	I welcome the move to pedestrianise the high street in Brentwood, but I am concerned for my elderly disabled father in law. He usually parks by Iceland as he struggles to walk very far, and I don't think the bays in St Thomas' Road are enough for all the disabled residents. I would be interested to see if you could offer a more disabled bays nearer the shops. What are your thoughts on the matter?	The reallocation of disabled bays would be closely monitored
49	N	I cannot believe that you are closing the High St at the same time as opening public houses. This is an insane idea and I anticipate large scale disorder and chaos over the weekend as this will act like a magnet for travelling drinkers from afar. I would like to be proved wrong but as I doubt this will happen, I wish to put this e mail on record as having been sent prior to this idiotic scheme, which is after all the continuation of the original scheme of 2009. At that time, I was assured that I would be able to walk down the High St as there would be hardly any traffic as it would be all in William Hunter Way. Questions will be asked about this scheme. In the aftermath I would not like to be the person who came up with the idea.	Noted
50	P/N	I think it's so very important and has been highlighted even more during these past few months that Brentwood does not have enough Food supermarkets/super stores. We have 1 Sainsbury, a small M&S food hall and Iceland to cover the whole of Brentwood! - it's crazy! On normal times I have to travel up to Corringham or Dagenham for Morrisons or Romford for Asda or Tesco, as Sainsbury's in high street is mostly have bare shelves and always huge queues - so I don't go there anymore! For an influential town like Brentwood, it's very disappointing how few Food shopping stores there are, we're desperately in need of more.	Unrelated to Traffic Management scheme but Noted
51	P	I strongly support the temporary pedestrianisation of Brentwood High Street and subject to the successful management of diverted traffic I think this should be considered as a permanent solution. There is no need from a	Comments on cycle parking passed onto BBC

		<p>vehicle perspective for people to drive private vehicles along the High Street. It is radical measures such as this which will hopefully make locals consider changing their travel behaviour to more sustainable modes. Could you please clarify some questions for me?: 1) Are you implementing additional cycle parking racks on the high street to encourage cycling? How many spaces do you have currently? 2) How are you intending on monitoring the impacts of this? Are you installing traffic counters? Where and for what duration? Are you surveying footfall and cycling on the High Street? It is important there is decent data to review the before and after situation. 3) What plans are there to improve cycle links to the High Street from surrounding residential areas?</p>	
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52	P	<p>I am a Brentwood local resident and I write in response to the proposal for the interim closure of Brentwood High Street to vehicles from 4 July 2020. The proposals aims to help social distancing by providing larger, safer spaces in key locations for town centre shoppers, residents, workers and visitors. I strongly support the principle of these measures – it is radical measures like these that help change travel and behavioural patterns. It is important to recognise however that such measures should help inform more permanent and a step change in the approach to our High Streets, and towards more sustainable forms of travel. For these reasons, the support is caveated by seeking further clarity and information on the following:</p> <p>1. I have no doubt that the closure of the High Street will provide for a more pleasant and safer environment for pedestrians. This will not however remove vehicles from our roads and those vehicles that would normally travel through the High Street will be dispersed onto surrounding streets. Robust and thorough monitoring measures must therefore be in place. For example: • Will traffic counters be deployed – the ability to provide a before and after comparison will be crucial to evidence the extent of any benefits from these interim measures. If so, where are they being deployed? I note that your website state that if successful, some changes could become permanent. Robust evidence will be crucial to justify and demonstrate the extent of any pros and cons from retaining some if not all of those interim measures; • What consideration has been given to the diverted route onto linked and adjoining streets e.g. Western Road and London Road? • Will air quality monitoring stations be deployed to understand the impacts of diversions and the High Street? • How will noise impact be considered/monitored? • How will all of this be collated and reported? What programme/timescales are there for those reporting.</p> <p>2. Assessment of surrounding streets – has an assessment been undertaken of surrounding streets to understand related interventions that may be required to allow the interim closure to work effectively and to reduce the impact on surrounding streets as much as possible. For example, what consideration has been given to the impact on the junctions between Western</p>	<p>Comment have been noted and will passed onto the appropriate officers to provide additional detailed responses to the respondent</p>
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		<p>Road/Ongar Road and London Road/Weald Road/Western Road? There are all busy roads and junctions and there is a risk that the dispersal of vehicles on these areas will outweigh the benefits of the High Street closure (notwithstanding negative opposition from residents along those roads) and associated impacts e.g. air quality and noise; 3. Timing: the timing of the interim closure is unusual – we are still moving on from a strict lockdown and outside of school term times. It needs to be acknowledged that any monitoring will not therefore necessarily be a true reflection of normal traffic conditions; 4 Blue Badge spaces – I note that existing blue badge parking spaces are to be located to St Thomas’s Road. This needs careful monitoring – this may work for some but not others. Any closure to the High Street must be for the benefit of everyone; 5. Servicing: I note that all servicing to shops along the High Street will be from the rear (with the exception of Iceland). What impact is this likely to have on the surrounding streets? Will those servicing times be restricted to social hours and outside of peak periods to avoid obstructions along those roads to avoid impact on residential amenity; 6. Road Works: such radical steps will undoubtedly have some impact as those measures establish themselves. Careful consideration therefore needs to be given to the programme of any highway works that could exacerbate and contribute to the impacts of the High Street closure. For example, there are currently roadworks along London Road. Once the High Street is closed, traffic could be backing up to the High Street and surrounding streets; 7 Community Consultation: it is crucial in my view that you bring the local community along this journey with you – canvassing their views; listening to their concerns and genuinely allowing those views to help inform interim and permanent measures. It is not clear to me at this stage how you intend to do so – other than some commentary on your website about getting views by having staff present in the town centre and surveys (albeit there is no further information on timescales or what form that survey will take – how does a resident get involved because the impacts could be far reaching); 8. Anti social behaviour: the closure of the High Street provides more space for loitering and groups of people to congregate, particularly outside of shopping</p>	
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		<p>hours and into the evening/night time economy. Has the police and business e.g. pubs been consulted and is there a coordinated approach on how this is going to be policed? It is important that the High Street is a safe environment to all at all times of day/night;</p> <p>9. Future development plans: • Brentwood Local Plan: what assumptions have been made in the Brentwood Local Plan for the potential closure of Brentwood High Street. How will this move impact on any assumptions made in the Local Plan for future development proposals in and around the High Street? • Development Proposals in the local area: the closure of the High Street must form part of any assessment by the Local Planning Authority (in consultation with Essex Highways) in its consideration of planning applications in the surrounding area. For example, an application is currently pending determination along Wates Way by Lidl and the impact of such closure on those type of applications needs to be undertaken.</p> <p>10. Public Realm: if any of the interim measures are to be made permanent, the public realm needs to form a fundamental part of that proposition. Radical considerations should also be given to problem junctions e.g. Wilsons Corner and even if they are discounted – all options must be exhausted. This is an opportunity to bring permanent and positive change and you must grasp those opportunities with both hands. In considering any permanent changes, could for example; events spaces; permanent facilities for markets; playable landscape; public art; better spill out spaces; alternative land uses e.g. leisure uses for vacant units – this could provide for a very exciting basis to radically improve our High Streets. I recognise that I raise a number of matters above, but this should not detract from my overarching support for the principle of the interim closure of the High Street. I look forward to seeing how these measures are implemented and I'd be grateful if you could respond to those points and keep me informed.</p>	
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53	P	<p>Im in favour of this action but do recall that during the re-surfacing of the High Street some years ago, a problem was encountered in the Ongar Road, Highland Avenue, Burland Road and Sawyers Hall Lane. The congestion was very bad, as the routes are not really suitable, with parking allowed in Sawyers Hall Lane, at busy times almost becomes a single lane, particularly with heavy vehicles trying to get through. What consideration has been given to this problem? I live in Brentwood Place, and we will be affected by vehicles not realising this is a mews entrance really, and finding they have to turn around and go out again. I have no idea as to how long this is intended, but has any consideration been given to what will happen with increased school activities? Between 8-45am and 9-a5am, and 2-45pm and 3-45pm each day there is heavy congestion in Sawyers Hall Lane already.</p>	See response to 24
54	N	<p>I must admit I do have some concerns which I have listed below: 1. You have mentioned that only buses and cyclist will be able to go through the High Street, What about Taxi's, Pensioners use taxi's far more than buses as Taxi's give a door to door service, If they have shopped in the high street and require picking up outside the shops what will happen, where will the taxi rank be. 2. The distance now that people with Blue Badges will have to walk to get to the shops. 3. What about Coaches such as Shearings and Kirby's for day trips etc, would they be able to go through the high street. 4. What about the volume of traffic on roads going around the high street, and the congestion this will make to those roads.</p>	See response to 24
55	N	<p>Regarding the temporary suspension of parking on Kings Road in Brentwood, has any thought been given to the knock-on effect this may have for nearby and adjacent roads? As a resident of Kings Chase who pays for an annual permit, I already struggle to park my vehicle near to my home on weekends and evenings. I am concerned that, rather than utilising nearby car parks, visitors to the town centre will seek free parking on nearby residential roads. Will there be increased traffic warden support on our roads while the Kings Road parking is unavailable?</p>	See response to 3
56	N	<p>My immediate concern is that the traffic restrictions and relocation of blue badge bays will make it a no-go area for us. The new blue badge parking will</p>	See response to 7

		<p>be too far for my husband to walk to shop, eat out and drop off charity donations. And coinciding with the exact date of re-opening for the many pubs and restaurants is likely to see the town taken over by drinkers overflowing on to pavements, roads, car parks. This is just too dangerous and impossible to control in my view. The disorder events of the last few weeks have frightened me and this pedestrianisation has scared me off completely. I anticipate we will use Shenfield and Billericay instead. Will taxis be allowed to drop off and pick up from the High Street and will the rank outside Zizzis remain?</p>	<p>Taxis were not permitted through the Bus gate</p>
57	N	<p>I am very concerned that the High Street Closure will create further problems affecting our residential area and surrounding roads. As it is, we have hooligans speeding up and down the road, causing accidents and not stopping at the pedestrian crossing at the bottom of Crown Street and its adjoining roundabout with Queens Road. Many a times I have been a witness to this and have submitted witness statements for accident and incident reports. In addition, the noise pollution caused by modified exhausts of vehicles. Heavy goods vehicles and buses coming pass my house, causes the whole house to shake, particularly upstairs and when going over sunken covers on the road. This is always more of a problem with rail replacement services. I continually have to make repairs to the house as in cracks to the walls caused by these vibrations. What steps will be taken to alleviate these problems and concerns.</p>	<p>Noted</p>
58	N	<p>Today I had the proposals for a Safer, Greener, Healthier routes in Brentwood pushed through my letterbox. I can only assume you have never travelled along Queens Road. The Road has a major Girls School attracting many children from outside the Borough. Also, a Children's play area backs onto Queens Road from a nursery. At the top of Queens Road is Brentwood School. How can this possibly be a greener / healthier environment. You are in fact increasing traffic pollution for the School Children and Nursery Children. Queens Road has some very narrow pavement. The increased traffic will only result in potential for traffic accidents re the School pupils. We should be looking to decrease the amount of Traffic Pollution does not</p>	<p>Noted See response to 2 and 5</p>

		increase! I hope common sense prevails and you see fit to bin the proposal where it belongs.	
59	N	As a local resident I read with interest the 'new' interim scheme for Brentwood High Street. Whilst acknowledging the rationale given "social distancing "as a result of the easing of the lockdown I have grave concerns as to the knock effects for local residents on the alternative routes and inevitable rat runs through local streets, which these diversions will cause. You state in your justification that the scheme will improve Air Quality for users of the High Street, but you fail address the detrimental effects of lines of Slowly moving cars in the alternative residential streets, especially if the A12 or M25 is blocked. What step are you taking to address these issues for the people who live here.	Noted
60	N	While I appreciate the changes, you are making to parking in Brentwood high street, I am not at all confident that the spaces you are intending allocating for BB holders are adequate. As a BB holder I have parked on the high street many times displaying my BB. However, I am often not able to Park due to the many cars parked the BB area and not displaying a badge. I contacted BC about this last year, they advised that Chelmsford manage the enforcement in Brentwood. I even alerted the traffic warden once to 4 cars with no BB and he shrugged and smiled but didn't act. People know that no action taken so they park there. With fewer spaces in St Thomas road and Lax enforcement with no time limits, I have no confidence that BB holders will be supported in using those spaces.	See response to 7
61	N	I have heard nothing from. Enforcement and today there were 8 cars parked in St Thomas Road in the disabled spaces on 2 with BB. The parking attendant was not issuing tickets. When will this be resolved?	Additional enforcement activity is taking place
62	N	I'd like to voice my opinion against the new traffic system that's being 'trailed' on Queens Road/ B186, due to the closure of Brentwood's High Street. My main concern is the heavy use of the pavement, for commuters like myself and for school children - when the facilities are re-opened. It was already a hazard issue for pedestrians walking on the pavements, with overtaking commuters and teenagers jumping out onto the road. I fear there will only be	Noted

		<p>more accidents when the traffic flow is increased. If the main motivation to divert traffic from the high street is to allow more social distancing, then it's a little counterproductive as its near enough impossible to social distance along the pavements of Queens road. Usual protocol is to cross over and walk on the opposite side of the road, but with increased traffic, this will be far more dangerous to do. And quite frankly, social distancing will be impossible to maintain. I am very aware I'm not the only resident of Brentwood with these opinions, and I think it's important we are given the opportunity to voice our concerns to the council before they make a decision on the 'trial' and look to make this a permanent fixture.</p>	
		<p>If the High Street was correctly managed in respect of parking, most of the issue of congestion in this area would be reduced. Brentwood closes between 15.30 to 17.30 daily due to grid lock, why has this not been investigated? The street market whilst it is put up and taken down is a dangerous hazard to traffic and pedestrians due to parking why is this not controlled? The ground car park in Brentwood is a hazard with flooding, poor surfaces, changes in level which are not protected or indicated, a hazard to pedestrians and traffic. What is being done with these issues before another problem is created or is the drive to send all custom to Lakeside and Romford?</p>	Noted
63	P/N	<p>I was all for closing the High Street, making a more alfresco kind a feel, thought it was a great idea. It's really not working in my opinion and my feedback is as follows: The barrier &amp; guy in a high vis vest is not great, makes the feel of your first steps into your shopping experience a little intimidating. Buses &amp; taxi's still going down there defeats the object, doesn't it? I don't know what the answers are, just wanted to pass on my thoughts to you &amp; lots of my customers are saying the same. Hope you read this with the right intention. It's just feedback &amp; hoping to help the community.</p>	Noted
64	N	<p>I have read the new measures for Brentwood high street. BUT what about the disabled blue badge holders as that's what a blue badge is for. Mainly for people that can't walk very far, so no thought about them. Just buses and cycles, why then can't they be rerouted as well and then you have a full pedestrianised high street. Just my thoughts that it's just another Brentwood.</p>	See response to 7

		Council waste of money and resources. Perhaps if you want to entice public back to an empty high street then look at the amount of charity shops that are there as most people go shopping to lakeside or Romford where all the shops are.	
65	N	As a resident of Shenfield for over 40 years I am very disappointed at the closure of the high street between 9-6pm. I use the 30 min parking on St Thomas Road on a daily basis to pop to M&S, Nero, Next, the post office and many other shops. The pedestrianisation has made me completely stop coming to Brentwood! The Sainsbury's car park is even worse than usual. I now do my shopping in Shenfield where I can get a parking space for an hour for free. It's a real shame. It's not even as if it's safe to walk in the street with buses driving down it constantly!	Noted
66	P/N	I have been reading with interest the Essex County Council "Safer, Greener, Healthier" scheme and was particularly pleased to note one of the aims is to encourage swapping driving for cycling or walking. With this in mind I have thought for some time that there should be a safe path to link Weald Country Park with the main residential areas of Brentwood. The most direct route is via Weald Road but much of this has no footpath so is too dangerous to walk or cycle especially when with children. Because of this I, like most users of the Country Park, have to use a car which is particularly ironic since we are generally going there for exercise! Looking at a map I think there is a good possibility to install a foot/cycle path from a point immediately after the A12 bridge, north and parallel to Weald Road all the way to Sandpit Lane. At this point the route could turn north following Sandpit Lane until there is a safe place to cross the road. There would need to be a new pedestrian entrance gate into Weald Park here. Please see the attached map where I have shown my suggested route. The route is about $\frac{3}{4}$ Km long and may need to be within the farmland (I guess owned by Calcott Hall Farm) but only along the field boundaries. Please can you consider this as part of the "Safer, Greener, Healthier" scheme which is being promoted by both Essex County Council and Brentwood Borough Council.	Comment not related to this scheme but noted and passed to appropriate team

67	P/N	Whilst I appreciate the need to reduce traffic in the High street, I do believe the Blue Badge parking areas should be kept. These areas, close to the shops, are a godsend to severely disabled people. Of course, it needs to be robustly managed, so it is not abused, but I strongly endorsed these areas for Blue Badges holders.	See response to 7
68	P	Absolutely love the high street closure. Please make this permanent, evenings too as its awful down at the yayas, Dominos and pubs end. Cars pulling up all night. I really hope it becomes permanent; our children have said how much nicer it is. So much better for the environment too and of course, let's get Brentwood walking more. I've shared with neighbours; really hope you get lots of support for this.	Noted
69	N	We are very disappointed at the lack of disabled spaces with the closure of the High Street. We see St Thomas's road will be disabled parking now however if you want to get to the other end of the high street it is impossible for people with limited mobility. My Mother who is 88 prides herself on being independent and with restrictions lifting was looking forward to go collect her own prescriptions and do her own banking but sadly with the lack of parking on the High Street she is not able to do this. I know for a fact she won't be the only elderly or disabled person this affects. Can you please revisit your decision taking into account those with limited mobility?	See response to 7
70	N	Can you tell me how closing the high street is supposed to help social distancing? You can't walk in the road for fear of being run over by a bike or bus so I honestly cannot see what it achieves apart from clogging up the surrounding and stopping disabled who cannot the distance from the carparks from doing their own shopping. (In response to the one above)	See response to 2
71	P/N	While I appreciate the changes, you are making to parking in Brentwood high street, I am not at all confident that the spaces you are intending allocating for BB holders are adequate. As a BB holder I have parked on the high street many times displaying my BB. However, I am often not able to Park due to the many cars parked the BB area and not displaying a badge. I contacted BC about this last year, they advised that Chelmsford manage the enforcement in Brentwood. I even alerted the traffic warden once to 4 cars with no BB and he	See response to 7

		shrugged and smiled but didn't act. People know that no action taken so they park there. With fewer spaces in St Thomas road and Lax enforcement with no time limits, I have no confidence that BB holders will be supported in using those spaces.	
72	P/N	Apparently, the barriers remain outside shops. Surely there can be no reason for such barriers? Really interesting to find out how this helps those businesses?	See response to 2 and 3
73	P/N	The barriers in Kings Road do not facilitate social distancing (in fact looking at pictures the barriers could it worse) and actually it is hard to see how the barriers in the high street do. They are placed only at the disabled parking bays/ loading bays and not elsewhere. They seem designed to stop parking, the sign stating 'Parking bays suspended' offering a clear statement. In summary the barriers, far from being about social distancing, seem designed only to stop parking. Please can you confirm why there are barriers in King's Road? Was their consultation with the businesses located there to suspend parking? (Response to above email)	See response to 2 and 3
74	N	You cannot seriously be considering removing the parking from outside those businesses? In the last email I was told that the barriers were there to facilitate social distancing this was stated in an email to me (clearly nonsense) not to facilitate traffic. Also went to high street with my daughter and baby grandson. Great to see empty buses speeding along high street. We were very nearly killed! Anyway, hopefully plenty of speeding cars on Kings Road! Look forward to the consultation' on that! This does not seem to be a well thought out plan.	See response to 2
75	N	I'm incredulous at the suggestion that teeming hordes of shoppers need to be protected by this High Street closure. It is just nonsense. The High Street is deserted. These are not the times when something like this can produce any meaningful data anyway? The schools are shut for a start. In the leaflet I got through the door, these changes were lauded as being 'safer, greener and healthier'. Please therefore address the following: 1. What is the safety aspect addressed by this closure and who is benefitting from it? 2. What is greener about every single high street journey being longer and creating more	See response to 2

		pollution. 3. What is healthier about forcing increased levels of carbon emissions from cars and lorries into the lungs of town centre residents?	
76	N	I have 32 ton articulated lorries passing my front door that are being directed to do so by signs on the Ingrave Road junction with Queens Road. Traffic volumes are at least twice their normal level in both directions. Will someone please advise me urgently what on earth is going on	See response to 2
77	N	I'm a resident of Kings road Brentwood and I'm trying to find out why the parking is suspended outside my house and how long it will be suspended for? This makes life extremely difficult for me as I have a disabled daughter and need parking outside my house. If it's going to be a long while I need to know so I can move home. Any information would be great?	See response to 2 and 3
78	N	I live at 35a Kings Road, with the parking suspensions there is now no parking spaces anywhere near my address, I urgently need to know if this is going to be long term so I can start the process of moving home. It makes normal things like unloading shopping almost impossible, I've spoken to a lot of the shop owners on the road, they informed me they too will also have to move as it is severely affecting their businesses. I completely understand the high street closing to traffic to help social distancing however, I cannot see how suspending the parking on Kings Road helps anyone. When the scheme is reviewed, is it possible the residents and shop owners will be able to give their opinions?	See response to 2 and 3
79	N	To whom made this stupid idea up please please put it back to how it was before not everyone that's disabled in wheelchairs my husband walks with crutches has great difficulty getting about if he wants to pop to Iceland he now has a long walk round to St. Thomas Rd , if I want to pop to local shops I have to get husband to drop me off I do my little bit of shopping struggle as I walk with a mobility walker I'm not old in my 50 s and phone hubby to come and collect me if we can get parked round St. Thomas, it was much easier parking outside Iceland . Why don't you just closed the town off at weekends when the piss heads want a drink.	See response to 7
80	N	I am writing to express my concern about the closure of Brentwood High Street. Buses and cycles are still allowed and the other day I saw someone	See response to 2

		<p>nearly knocked down by a bus because of this. Also, the closure of the High Street to traffic has made it difficult for the elderly and disabled. Elderly cannot walk from where the disabled parking places have now been moved, to the shops and carry shopping. Also, it is not possible to drop them off and collect them in the High Street. Then there is the issue of the additional traffic which will be created in the surrounding roads. This is not a good time to monitor how the closure of the High Street will impact on this as the schools are not back nor are people back to work fully. Brentwood is a bottle neck at the best of times, particularly Wilsons Corner and Ongar Road. Traffic is being diverted down Ongar Road where a large amount of traffic already exists from the schools in Sawyers Hall Lane and also from Sainsburys particularly at Christmas. If the additional supermarket is ever built in Ongar Road this will only add to the problem. The closure of the Brentwood High Street has put people off going to the High Street and visiting Brentwood. Brentwood can be a bottleneck for traffic, and the closure will only make this worse. By pedestrianizing the High Street, the Council will be cutting it off, people will not drive down the High Street. The information has said that this is a two-week trial period which means it should end this weekend, however I wonder about this.</p>	
81	N	<p>I would like to register the fact that I completely disagree with the closure of the High Street. My elderly parents are both disabled and blue badge holders. They are not able to use the internet and like a number of elderly people need to access their bank. They are only able to walk a very short distance and the disabled parking bays in the High Street facilitate this critical service. Additional parking for disabled drivers in St Thomas Road and the Multi story car park is completely unsuitable for their level on disability. Also I have grave concerns that should the High Street closure become permanent following the Covid19 pandemic and traffic flow returns to normal levels, this will cause severe congestion on the diversion routes in Western Road and Queens Road causing a great deal of additional pollution and congestion for the residents in these and surrounding streets. A lot of elderly and disabled</p>	See response to 7

		residents also rely on licensed taxi access to the high street, following completion of their essential shopping. What provision will be made for taxis?	
82	P	I wanted to share my feedback with you on closing the high street, i think it's by far the best decision made. Much quieter, safer and there's plenty of space for everyone i think this should be made permanent thing going forward.	Noted
83	N	When I first received an email about the proposed closure, I assumed that the High Street would be closed to ALL traffic to allow for social distancing and for the cafes and bars to extend across the pavement. Even with that scenario it seemed like overkill to me, before we had even tried living with a functioning High Street, and I was concerned about traffic chaos on the surrounding roads. I wrote to you to that effect. It now turns out that buses and cycles are still using the High Street, so we have not gained any more space for pedestrians and one has to ask what is the point? What exactly is this supposed to achieve? In fact, it is even more dangerous as the sporadic buses and silent cycles mean that one can forget that traffic is about and just step off the pavement, increasing the probability of injury. Even worse, at a time when we are so strapped for cash, the Council is paying for 2 men to sit at EACH end of the High Street to operate the barrier and move a cone from the middle of the road. Why does it take 4 of them? What a waste of money! I can only conclude that whoever dreamt this one up has cabin fever due to lockdown and has gone mad. This is a completely pointless exercise and it is just increasing traffic chaos on the surrounding roads and the feeling that the High Street is deserted. Please can we have some of that common sense that Boris keeps going on about and stop wasting money?	Noted