

Active Travel Fund proposal for introducing 20 MPH speed limits on Waterloo Lane, Chelmsford (TRAF/7947)		
Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.38) Order 202** (Waterloo Lane, Chelmsford) (20mph Speed Limit) Order 20**		
A consultation was carried out between 2 December 2021 to 17 December 2021. Two objections were received as follows:-		
Comment Type	Comment	Response
Objections 1	<p>I am resident of Bond Street and want to object this planning on following grounds.</p> <ol style="list-style-type: none"> 1. Parking been allocated to delivery vans & trucks is not enough after implementation of proposed plan there will be ques of delivery vans all the time 2. Due to bad planning, residents of Bond Street are already suffering & struggling for parking in evenings & weekends. By law we are not entitled for resident permits just because we are living in flats build after certain year. 3. It has totally been ignored that rubbish lorries have to collect bins underneath flats (area is declared as no parking zone) 4. Residential dropped off & pickup been ignored too. 	<p>Essex County Council (ECC) successfully bid for funding to introduce new transformational walking and cycling infrastructure and schemes across a number of sites in the County, including in Chelmsford city centre, of which Bond Street is part of. The schemes by their very nature will have a number of impacts that some parts of the local community may not favor but on balance the overall benefits will outweigh those inconveniences that some may feel. The schemes have been designed carefully and gone through full safety audits and in many other instances where such schemes have been introduced, after a period of settling down, the local community have seen the benefits that these schemes bring.</p> <p>With its greater emphasis on active travel, these schemes help the County Council meet its corporate objectives in the areas of personal fitness and wellbeing that greater levels of exercise bring and help contribute to meeting ECC's targets to reduce congestion and improve air quality.</p> <p>As regards the operation of the restrictions, police and traffic wardens do apply a sensible approach to dealing with potential infringements of restrictions and will help parking lorries and vans when they are faced with difficult situations. Over time shops do coordinate their delivery time with each other to make deliveries as easy as possible. This includes when refuse lorries collect bins and other rubbish, and Chelmsford City Council were involved in the design of the scheme and were satisfied that their services could still operate.</p> <p>Where there are double yellow lines, anybody is legally entitled to pick up and drop off as long as they are not causing a danger to other road users and somewhere like Bond Street that is away</p>

		from the main flows of traffic should present very few dangerous situations.
Objection 2	<p>We are in receipt a letter from yourselves addressed to Owner/Occupier, Centre Management, Bond Street, Chelmsford CM1 1GH.</p> <p>Aquila EHS Limited is the owner of Phase 1 Bond Street also known as Blocks 1-4 Bond Street which comprises both ground floor retail units and upper floors offices and residential apartments.</p> <p>We wish to make a number of observations</p> <ol style="list-style-type: none"> 1. Why wasn't this important notification addressed to the owner 2. Have all the occupiers of Phasel Bond Street been contacted and sent this notification 3. Have you undertaken a swept path analysis to demonstrate that delivery vehicles can manoeuvre safely if the proposed measures are implemented — can you share it please 4. What provision will be made for refuse lorries to access Bond Street 5. What provision will be made for residents/retailers moving in and out of the retail units and apartments and 	<p>As part of the design and development of the scheme, ECC undertook a thorough consultation with on street notices, letters to residents, web based promotional activities and public exhibitions where affected residents and businesses had the opportunity to see and hear what ECC was proposing and could question ECC officers. Therefore, the occupiers of Phasel Bond Street should have been notified as to what was being planned.</p> <p>The scheme that has been consulted on has been designed carefully, including swept path analysis and gone through full safety audits to ensure that the scheme is as safe as it can reasonably be. It has been found that in many other instances where such schemes have been introduced, after a period of settling down, the local community have seen the benefits that these schemes bring.</p> <p>Like any road that has waiting/loading restrictions introduced, there is the legal provision that if done safely, loading and dropping off is allowed. Also, where more extended loading or dropping off is required, permits can be issues by ECC in consultation with the police to allow such activity as residents needing a removal lorry to park outside their property where there are restrictions. However there has been some parking bays included in the scheme design to cater for delivery vans and trucks.</p> <p>Also, regarding refuge lorries collecting bins and other rubbish, Chelmsford City Council were involved in the design of the scheme and were satisfied that their services could still operate. The access of refuge lorries is considered as part of the design</p>

	<p>their removal lorries</p> <p>6. The proposed location of the loading bay is inappropriate for refuse and removal lorries and the proposed waiting time inadequate</p> <p>We look forward to receiving your responses to the above. Pending receipt of these and our further consideration please treat this as a letter of objection to the proposed Order</p> <p>On another related matter, we are in discussions with Essex Highways to stop up part of the Bond Street area hatched red to include the existing barriers. This area should be excluded from any TRO proposed. See attached plan identifying the area that should be excluded.</p>	<p>process and swept path analysis consider these vehicles as well.</p> <p>As regards the last point, this is outside the current consultation and is being dealt with elsewhere.</p>
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