

Appendix B Comments/Objections Raised - No Waiting At Any Time, 20mph Zone & Traffic Calming, Chesterwell Development, Colchester (TRAF/6744)

	Summarised Objection	Officer Response
	Several objections raised that 'NWAAT measures will put further unnecessary pressure on the estate roads due to limited parking space for residents, visitors and delivery drivers etc. One objection stated that the demand for parking will increase, especially as the development is for many 3-4 bedroom houses, where in a few years' many children will be turning 17 and buying their own cars.	<p>The development has been built in accordance with the Essex Design Guide and parking standards as current at the time of the planning permission being granted.</p> <p>Highway Law states that 'the carriageway is to pass and re-pass'. Nobody has an automatic right to park on the carriageway. Purchaser should have been fully aware of the parking that was available at the time of purchase of the property.</p>
	Some objectors state that 'NWAAT will cause more cars to be parked closer together thus decreasing visibility and access to the roads and causing congestion in front of other houses and make the estate look a mess and potentially blocking driveways.'	<p>Due to the location of the development on the outskirts of Colchester it is not subjected to commuter or shopper parking. The walking distance at its closest point from the development to Colchester train station and town centre is approximately 1.5 and 2 miles respectively. The majority of drivers parking are either the residents or their visitors. The developer has built the roads to the approved layout and has complied with the requirements of ECC Parking Standards. If the residents and their visitors routinely use their private parking facilities any obstructive on-street parking or major visibility issues will be minimised.</p>
4	One objector commented, 'Parked vehicles act as a natural traffic calming feature by causing drivers to slow down. They should, therefore, be allowed to continue parking near the corner of Gloriana Road at its	<ul style="list-style-type: none"> The absence of parked vehicles at junctions allows for better visibility for drivers of vehicles to see if it's safe to pull out of or into a junction.

	<p>junction with Nayland Road and adjoining turning area, so as to deter speeding cars around corner and mopeds speeding down Nayland Road then through the bollards (at turning areas at the ends of Nayland Road) down the footway / cycleway.</p>	<ul style="list-style-type: none"> • Junction protection allows road users to turn out of or into the junction without having to use the opposing lane. • Improved visibility provides clearer and safer access for all road users' particularly vulnerable road users such as pedestrians, cyclists, push chairs and wheelchair users • The proposed length of junction protection in Nayland Road is considered necessary for visibility purposes and to provide a clear passage for vehicles especially farm vehicles and other large vehicles accessing the adjacent sites. • Any deemed increase in speed at junctions with NWAAT protection markings, is offset by an increase in safety due to improved visibility and for all road users especially vulnerable ones. We are also intending to implement a 20MPH zone to the area to counteract speeding. • As well as being turning heads, the ends linked to Nayland Road are cycle tracks so we need to prevent parking to allow cyclists to freely access the tracks. This conforms to highway code rule 243: "Do not stop or park where you would obstruct cyclists' use of cycle facilities" <p>Generally speaking, the above reasons for NWAAT measures in Nayland Road / Gloriana road apply in principle to all the junction</p>
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		protection locations and turning heads proposed for this development.
4	One objector commented, more NWAAT lines are needed to prevent obstructive parking in Sophy Way because it is the only access road for the established properties in Howards Croft and Fords Lane.	The purpose of NWAAT is only being designed to specifically target areas where safety or access is compromised. Therefore, this idea is not within the remit of this order to prevent general parking on the highway.
	One objector asked for 'the NWAAT lines to be extended along full length of Fords Lane because it is a very narrow road and the current parking situation together with any displaced cars from Sophy Way will obstruct access by emergency services and ease of access to our driveway in Fords Lane.'	Essex Highways officer made the observation that when Fords Lane was connected to the roundabout at Nayland Road junction it was the only means of access for Fords Lane residents, all Howards Croft residents and the sports field. Cars regularly parked on Fords Lane during this time and the road still appeared to function adequately. (Also see paragraphs 5.2.2 for Highways comments)
	One objector said that 'Double Yellow Lines should <u>not</u> be extended into Sophy Way because it already has a parking problem and the restrictions will displace parked cars into Fords Lane and make the current parking situation worse.	There are no plans to implement double yellow lines in the vicinity of Sophy Way's junction with Fords Lane. The proposed restriction is a section of 15 metres at its junction with Wildeve Avenue. This is necessary so as to protect access to this key junction to the development from the main classified road Wildeve Avenue, and is unlikely to displace vehicles to a significant degree.
	Another objector commented, 'the yellow lines at eastern end of Fords Lane should be removed.'	The parking restrictions at the eastern end of Fords Lane are necessary so as to deter vehicles from obstructing the turning head and allow cyclists to freely access the cycleway.

		<p>Furthermore, improved visibility provides clearer and safer access for all road users' particularly vulnerable road users such as pedestrians, cyclists, push chairs and wheelchair users.</p>
	<p>Two residents objected to the speed cushions installed in Summertime Drive. One of these objected on the grounds that there is <u>not</u> a speeding problem in this area, thus speed cushions are unnecessary.</p>	<p>It is ECC policy that new housing estate roads are constructed to ensure, as far as is possible, that vehicle speeds are 24mph or below. This is done via the introduction of a 20mph zone and a variety of physical measures including speed humps and cushions.</p> <p>The construction of the speed calming measures in Summertime Drive conforms to Essex County Council Policy including the Essex Design Guide and Essex Speed Management Strategy, and as contained within the Highways Act 1980 Section 38 Agreement and the requirements of the Planning Approval COL121272.</p>