

**February 2016
Consultation
response to TRO
5523 (Amendment
No. 40) Order 201 –
Saffron Walden**

WeAreResidents.org

Public Consultation

TRO 5523 (Amendment No. 40) Order 201 – Saffron Walden: Public Consultation response by WeAreResidents.org (February 2016)

1. Summary

1. For brevity in this document, the combined schemes referred to as “TRO 5523 (Amendment No. 40) Order 201” will be simply referred to as “TRO-5523”.
2. **Unreasonable and Disproportionate Proposals:** Saffron Walden is 2km wide at the widest point. TRO-5523 takes the significant and unprecedented step of removing all daytime parking from 1.7km of the town’s east-west roads and a large portion at all times of the day and night. Allowing for junctions and drives, this represents a loss of 170-220 on-street car parking places based on national parking standards. The evidence and business case for this loss of amenity would have to be significant and clear. It isn’t. Additionally the Statement of Reasons repeatedly calls for focused measures at key/specific points, and not the unprecedented and wholesale removal of on-street parking that is proposed. These proposals are disproportionate and unreasonable. They are opposed by local residents, the Saffron Walden Town Council, and all of the district and county councillors that represent Saffron Walden.
3. **No Supporting Evidence:** Under the *Traffic Management Act 2004*, use of TROs is limited by law. The applicable uses for TRO-5523 are ‘*passage of traffic*’ and ‘*avoiding danger*’. The TRO-5523 Statement of Reasons is a templated response that applies the same reasons to every part of the scheme, without regard or consideration to the specific circumstances of each key location. It provides no evidence to support its assertions by means of accident data, surveys, trip analysis, queue lengths, enforcement procedures or any other means.
4. Under an FOI request, NEPP was asked for all documentation within its possession in relation to TRO-5523, including communication and meeting minutes with other councils. It was only able to provide 7 documents, none of which directly related to TRO-5523. Of the documents provided, one was a previous officer’s report following a site visit that concluded that there were no ‘*passage of traffic*’ or ‘*avoiding danger*’ reasons to change current arrangements, and did not recommended any changes to current restrictions. No other evidence or documentation was available, and the NEPP confirmed that no other relevant documentation was within its possession. On the assumption that the response to the FOI request was correct, no Application Form has been submitted in relation to any of the

TRO-5523 proposals, no analysis of them exists, and no written justification for the proposals exists. The TRO-5523 proposals have no evidential base and so would fail a legal challenge.

5. **Statement of Reasons and whole scheme is unjustified:** The TRO-5523 Statement of Reasons concludes that daytime parking needs to be removed from 1.7km of roads to: *(1) prevent inappropriate parking that is blocking LGVs and emergency services; (2) ensure that access and vision is un-obscured at key locations; (3) make more parking available by implementing double yellow lines.*
6. The other items in the Statement of Reasons are not claimed to be the motivating reasons, but the implied by-products of undertaking the 3 items above: *(4) Encourage traffic flow during peak hours; (5) Reduce the likelihood of accidents.*
7. Under the FOI request referred to above, NEPP confirmed that it had provided "all documents" that related to the proposals. These documents and the Statement of Reasons show that:
 - There is no evidence of inappropriate parking;
 - There is no evidence that Emergency Services are impeded;
 - There is no evidence that traffic is impeded or of traffic flow problems;
 - There is no evidence that changes are needed on safety grounds, or that access and vision are obscured. Indeed accidents reports show that there are no significant safety issues;
 - There is no evidence that additional double yellow lines will provide more parking as claimed - and it is impossible to see how the introduction of double yellow lines with a 24hr parking restriction can possibly provide more parking;
 - There is no evidence that the loss of parking amenity for residents was considered;
 - There is no evidence to show that the impact to nearby schools was properly considered; the safety impact to the busy school walking route that sees many 100s of unaccompanied children a day was not considered; the removal in parking for parents on adjacent school and nursery pick-up was not considered;
 - A site visit and investigation did not recommend changes to current restrictions;

- The Statement of Reasons indicates only changes to 'key locations' and/or at 'peak times', not the entire route all day. But it is proposed to remove parking for the whole 1.7km for all or most of the day. For example independently obtained accident reports from DfT show that some safety improvements to the Winstanley/Peaslands Rd junction are warranted, but not elsewhere. These are the only measures of the proposals that have any supporting evidence to justify them and we note that these were obtained by us separately, and do not form part of the documents in NEPP's possession, and therefore presumably were not even considered;
 - Key and required process documents were 'unavailable', even under the FOI request. These included the initial Information Step Application Form, the weight of local support details, the initial Application Review, approvals from the Saffron Walden Town Council, Saffron Walden District and County Councillors; the Step 1 Pre-Listing Application Form with: type of scheme, timing, funding fit/cost, size of scheme; the Step 2 Proposal Scoring Information; the Step 3 client officer review, and case file, funding details and scoring; and outcomes and documentary evidence of all the formal review and approval gates in the process.
8. The Statement of Reasons and whole scheme is unjustified under the *Traffic Management Act 2004* and likely to fail under legal challenge. Quite apart from the lack of substantive justification for the scheme, NEPP appears to have ignored completely its own procedure for considering such an application.
 9. **Failure to consider other measures:** Even if the evidence showed that some measures were required on some of the affected roads, there are a number of other measures that should have been considered as a way to meet the stated objectives. This could have included additional pull-in bays, residents' permit schemes, restrictions for only the two actual 30-minute peaks of the day rather than all day; 20mph limits; traffic calming; residents parking bays; 10-minute parking bays near schools; dedicated cycle routes to help reduce traffic. There is no evidence that any of these were considered.
 10. **Town's priorities not met:** Saffron Walden Town Council undertook a large highways study of the town in the last quarter of 2015. This identified over 70 highways 'hot-spots' that could benefit from investment, that were prioritised with road users. It is clear that in the preparation of TRO-5523 the Town Council's views were not sought and these 70 priority measures were not considered. It would seem a much better investment if the monies allocated to TRO-5523 were instead allocated to fixing the real issues that the town has and that the Town Council and residents have prioritised.

11. Indeed, not only does the scheme not address residents' concerns, but it runs directly counter to them – in general, residents want measures to decrease the speed and volume of traffic flow in Saffron Walden to make it safer for sustainable travel use, not the opposite.
12. **Flawed and non-compliant process:** TRO-5523 was approved by the NEPP Joint Committee on 29/10/2015. According to the NEPP policies, which were in place at the time of the approvals, *"those putting forward schemes are required to get the approval of the Town or Parish Council and District or County Councillor."* This did not happen. Formal approval was not sought at any time from the Saffron Walden Town Council or any Saffron Walden District or County Councillors. Local schools, which will be adversely impacted, were not consulted. NEPP policy also requires *"weight of local support (at least 50% of area in favour)"* before schemes are progressed. This also has also not happened – indeed as far as we are aware, no groups of local residents had ever been consulted before the scheme was progressed.
13. When requested under FOI, NEPP was unable to provide the basic review and support documentation for the TRO-5523. The execution of the process is flawed, doesn't meet NEPP's policies and is non-compliant. The public consultation must be withdrawn and the process started again.
14. **Completely changed future landscape:** When the predecessor proposals to TRO-5523 were discussed in 2013, the future highways needs of Saffron Walden were very different. Saffron Walden was targeted for large-scale building on the east via the draft Local Plan, and sites for the delivery of that had come forward. This included a north/south connector road on the east of Saffron Walden that would funnel traffic into the east end of Peaslands Rd.
15. The Local Plan, which included large-scale building on the east of Saffron Walden, was rejected by the Planning Inspector in 2014. The largest development of 300 homes at the end of Peaslands Rd was also rejected by a second Planning Inspector as being in an unsustainable location. Along with that refused application was the north/south connector road. Both of these facts remove the need for an east/west corridor along the Peaslands/Mount Pleasant/Borough Lane route. There will be less traffic and it will use the current routes as there is no connector. Additionally the new Local Plan will remain uncertain until 2017 at the earliest, so any decision about Saffron Walden would be premature.
16. In fact in March 2016 Uttlesford District Council is voting to adopt a new garden town/city solution for the majority of housing for its new Local Plan. This is likely to be adopted given the voting patterns at the Council and the

fact that the first part of one likely site is under appeal and is currently with the Secretary of State for determination. The recent discussions between the government and UDC have been about planning gain if this site were approved. There are also a half dozen other identified sites in the district for a new settlement; none is near Saffron Walden or would bring traffic into it from the east. This makes the likelihood of increased capacity through these roads even less likely.

17. The *Traffic Management Act 2004* doesn't allow for TROs to be implemented for potential future issues, only current known issues. However it is worth understanding that TRO-5523 will likely have very little value to support the future highways needs of Saffron Walden given the changes since its predecessors were first raised.
18. **Unsustainable Proposals:** The scheme is clearly unsustainable. It is designed entirely to benefit motor travel at the expense of pedestrians and other sustainable modes of transport. No mitigation has been made for sustainable travel – indeed no mitigation exists anywhere in the scheme for any of its adverse effects, whether loss of parking or detriments to sustainable travel. Each of the affected roads is a residential road which sees significant pedestrian traffic. On or close by the affected roads are one nursery school, three primary schools and one private primary / secondary school, and many of the roads are major routes for children attending the County High School. The consultation carried out by Saffron Walden Town Council clearly identifies speeding traffic as one of the main concerns for pedestrians; instead of trying to reduce traffic speeds, the scheme will increase traffic speeds and increase pedestrian exposure by removing the sheltering effect of parked cars.
19. **Open to legal challenge:** No detailed evidence has been provided as to the accident/incident history to support the TRO-5523 proposals, even from those documents produced under FOI. There is no evidence of inappropriate parking and regular blocking of LGVs or Emergency Vehicles. No measurement of trip times has been conducted along the roads. There is no evidence to show the key/specific points have been identified. There is no sensitivity analysis of traffic over different times of the day. Surveys have not been done to determine if cars parked on the roads are residents, visitors, or people working in the town or visiting the nearby schools. Residents' permit parking schemes have not been considered. No assessment has been done as to the impact on the nearby schools. The affected streets are residential in nature and given the proximity of schools, no traffic calming measures have been proposed to slow traffic once parking is removed. If safety is a tangible issue, why were other things such as 20mph zones, chicanes and speed bumps and other alternative

schemes not considered? Nor have any of NEPP's own procedural requirements been followed.

20. Local councillors have not been consulted or approval sought prior to the development of the proposals, and in fact the Saffron Walden Town Council has opposed the scheme. Local support has not been gauged. NEPP is unable to evidence that it has followed its proper process.
21. To remove parking over the entire length of the road without proper evidence or justification is not permissible under the *Traffic Management Act 2004*. This evidence is not there and given the size and scope of these proposals, they would likely fail a legal challenge.



Dan Starr
Chair, WeAreResidents.org

Saffron Walden
18 February 2016

2. About WeAreResidents.org

22. Founded in 2011, WeAreResidents.org is the Uttlesford based group that provides a strong, independent voice for the views of local residents. The group campaigns for long range strategic and sustainable plans for their area. WeAreResidents.org works with other similar groups across Uttlesford and enjoys the strong support of professionals in key and relevant professions.

WeAreResidents.org can be found on the web at www.WeAreResidents.org.

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3. No Supporting Evidence

25. **TRO reasons are limited by law:** Annex E, section E3, p142 of the *Traffic Management Act 2004: DfT Operational Guidance to Local Authorities: Parking Policy and Enforcement* is clear about the only purposes for which a TRO may be used. The only legal purposes which *could* apply for the roads covered in TRO-5523 are "passage of traffic" and "avoiding danger", in other words traffic-flow and safety. For completeness an extract from the relevant paragraph is included below, and also in the Appendices.

TROs may only be used for:

- avoiding danger to persons or traffic;
 - preventing damage to the road or to buildings nearby;
 - facilitating the passage of traffic;
 - preventing use by unsuitable traffic;
 - preserving the character of a road especially suitable for walking or horse riding;
 - preserving or improving amenities of the area through which the road runs; and
 - for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).
26. **"Unfortunately" NEPP needs to consider evidence and local residents:** The email thread disclosed by NEPP pursuant to our FOI request shows that as early as 2012, well before any proposals were considered, the NEPP was aware that it needed to produce proposals based on evidence and consult with local residents. This has clearly not happened in this case. A later 2012 email from the NEPP to the Friends School said: *"Unfortunately we do need to consider local residents in any proposals made and utilise accident statistics to install restrictions on the basis of the evidence available and not due to a perceived danger."*
27. Even though the NEPP's process requires more than 50% local support and approval from Town Council's for such measures, this was not sought or gained. The full email thread is in the appendix.
28. **No supporting evidence:** The proposals include a Statement of Reasons. Interestingly the file provided by the NEPP was titled "Statement of Reasons Uttlesford Amendment No.39" and not "No.40". This implies that it was created by cutting and pasting reasons from another TRO and not generated from any direct evidence for Amendment 40 itself.

29. The stated reasons are templated and generic in nature. None mention specific issues or pinch-points over the 1.7km of highways. **Importantly there is no justification or supporting evidence to support the reasons.** It reads like someone's templated wish list, and not a sound, evidence-based justification. In fact there are just 2 generic statements that are repeated over for each road and proposed restriction:
- *"The permanent order is required to keep the road free of parked vehicles at specified points, where it is considered that any parking is inappropriate and likely to severely impede the access of large vehicles, including those utilised by the emergency services. It will also encourage the free flow of traffic during peak hours."*
 - *"Double yellow lines will improve the parking provision for local residents and their visitors and ensure that access and vision is un-obscured at key points, such as the junction. The provision of yellow lines will also reduce the probability of road traffic accidents."*
30. The full Statement of Reasons is included in the Appendix, but in summary the reasons stated for TRO-5523 are:
- i. To prevent inappropriate parking that is blocking LGVs and emergency services;
 - ii. Ensure that access and vision is un-obscured at key locations;
 - iii. Painting double yellow lines with a 24-hour restriction to (bizarrely) make more parking available.
31. The other items in the Statement of Reasons are not claimed to be the motivating reasons, but the implied by-products of undertaking the 3 items above:
- iv. Encourage traffic flow during peak hours;
 - v. Reduce the likelihood of accidents.
32. **Abandoned TRO-10030/31 also had no supporting evidence or justification:** The first documented occurrence of similar proposals to TRO-5523 were as part of a previous set of TROs, TRO-10030/31, that appear to have been started in 2013 and were abandoned in 2014 (see elsewhere in this document). The proposals that resulted in TRO-10030/31 were in an email sent on 6/6/2013 by UDC Assistant Director of Planning, Andrew Taylor to Shane Taylor, NEPP. This email followed a meeting earlier in the week. The email is produced in the appendix. Following on from this email TRO-10030/31 then appeared for the first time in the next NEPP committee

meeting on in 8/8/2013, where they were accepted. In the email requesting the measures in TRO-10030/31 scheme, Andrew Taylor says

33. *"Thanks very much for meeting earlier in the week. I found it very helpful and I hope you did as well. I think the outcome is as follows:*
- *Debden Road- Peaslands [sic] Road. To be led by Parking Partnership. Shane [Taylor] to prepare scheme and UDC will submit to Partnership as one of its schemes in the next round. Hoped likely installation spring/summer 2014. This would entail double yellow lines for much of the Borough Land to Friends School junction although M- F 8- 6 limit where cars currently park close to Doctors. On Mount Pleseant [sic]/Peaslands [sic] generally M-F 8-6 restriction although in some places (opposite nursery and close to crossing points) double yellows will be required.*
 - *High Street. To be led by Parking Partnership in partnership with ECC. Shane [Taylor] to prepare scheme to remove parking bay for 4 cars and install double yellows. ECC to paint centre line to create 2 north bound traffic ques. ECC to also move back right turn stop line a car length to ease south bound travel- no change to traffic light wires required.*
 - *Ashdon Road. Parking Partnership to lead. Shane [Taylor] to prepare scheme to remove first parking bays on northern side as already parking to rear of properties. Create larger refuge points along the road."*
34. No supporting information was provided whatsoever to justify these earlier proposals either. It is also interesting to note that the request did not come from a qualified highways expert. It would be logical for the requestor to state the outcomes they wished to achieve, then let a highways specialist design the actual schemes supported by evidence. It would seem unusual for a Head of Planning to directly dictate the restrictions themselves and where they should go.
35. **Acting without authority:** Moreover there is no indication that Mr Andrew Taylor had any authority to make such a request. We have reviewed each set of minutes of the Uttlesford District Council Local Highways Panel since 1 January 2013 to the present day. There is not a single mention of any of the proposals contained within Schemes TRO-10030 or 10031 or 5523, let alone any approval of them. We had understood that all schemes needed to be forward from the relevant Local Highways Panel, but these proposals have never even been presented to them.
36. However Mr Andrew Taylor was hired to deliver a new Local Plan for Uttlesford District Council. Part of his Plan included large scale development on the east of Saffron Walden, and he had been pushing for a better

capacity east-west corridor to support his proposals. The Traffic Management Act 2004 only allows TROs to alleviate existing traffic problems, not for potential future issues. It is likely that the TRO-10030/31 requests were actually to support his bigger Local Plan goal and potential future development, and not to alleviate current problems. This is likely as there was no supporting justification or evidence of any current problems. It also seems that Mr Andrew Taylor is unaware of the details of the roads themselves, let alone any existing issues, as the names of them have been misspelt a number of times, which perpetuated once NEPP had adopted TRO-10030/31.

37. The Planning Inspector rejected the Uttlesford Local Plan and a second Planning Inspector rejected the largest development site on the east of Saffron Walden. Because of that the east-west corridor was not and is no longer needed. Both TRO-10030 and 31 were abandoned. More detail is provided on this in a later section.
38. **TRO-5523 not the same as TRO-10030/31:** It is also worth making clear that these proposals for TRO-10030/31, while are focused on some of the same streets as TRO-5523, are very obviously not the same, and nor are they even similar. They contain items that are not present in TRO-5523; and TRO-5523 contains items that are not present in TRO-10030/31. In particular, TRO-5523 contains roads that were never even contemplated by TRO-10030/31, such as Borough Lane, Peaslands Road, Winstanley Road and Thaxted Road. In any case TRO-10030/31 were abandoned and TRO-5523 started as a fresh TRO at the end of October 2015 and required its own process. To be clear, TRO-5523 must be considered a completely new and separate proposal.

3.1. Entirely disproportionate response

39. **Removing 1.7km of parking from a town 2km wide:** Saffron Walden is only 2km wide from the furthest east to the furthest west of the town. It is a significant step to remove all daytime parking from 1.7km of the town's east-west roads and a large portion at all times of the day. Allowing for junctions and drives, this represents a loss off 170-220 car parking places based on national parking standards. The evidence and business case for this loss of amenity would have to be significant and clear. It isn't.
40. **Stated reasons suggest focused measures not 1.7km ban:** Even though the Statement of Reasons is un-evidenced, its wording does not even support this huge undertaking and is quite non-committal. It only claims to need to remove parking at '*key locations*' to improve safety and at '*specific points where it is considered inappropriate likely to severely impede the access of large vehicles*'. Not the entire 1.7km of roads – just at

specific locations. To remove it over the entire length without proper justification is not permissible under the *Traffic Management Act 2004*.

41. **Disproportionate removal of parking:** The proposal seeks to implement 1.7km of restrictions/yellow lines to improve on-street parking. This is also disproportionate and incompatible with the Statement of Reasons. Whilst the implementation of a few residents' bays could actually help preserve the amenity for residents, this is not what it proposed. It is proposed to completely remove the ability for ANY residents, their visitors, deliveries or tradespeople from parking anywhere near their homes throughout the daytime, and many 24 hours a day. Again the wholesale removal of on-street parking over the entire length without proper justification is not permissible under the *Traffic Management Act 2004*.
42. **Disproportionate to any peak traffic flow benefits:** The Statement of Reasons says a by-product would be to '*encourage flow of traffic*' but it doesn't imply that is the main reason or even a reason; just a by-product. It also says that this encouragement would only be during '*peak hours*'. In Saffron Walden this is 8:15-8:45 and 18:00-18:30. Yet an all-day 8:00-18:00 parking ban is proposed over the entire route and 24 hour ban for parts of it. Again the proposed implementation is entirely disproportionate to the Statement of Reason and without proper justification is not permissible under the *Traffic Management Act 2004*.
43. **Disproportionate to accident probability:** A further by-product that is stated is to '*reduce the probability of road traffic accidents*'. Again this is not claimed as a primary reason for TRO-5523. And it doesn't claim that the entire 1.7km is an accident blackspot or actually that it will reduce accidents at all. Just the probability. Clearly on any road the probably of accidents could be reduced by putting traffic restrictions in place, or even by removing cars from the roads altogether! So the proposed implementation makes no sense over the entire length of the roads, and would need to be targeted, justified, supported, and proportionate. It is none of these things and so is not permissible under the *Traffic Management Act 2004*.

3.2. No inappropriate parking problem

44. **No evidence of inappropriate parking:** There is no evidence to support 'inappropriate' parking anywhere on the highways that are subject to TRO-5523, let alone that which is blocking LGVs and Emergency Services. The FOI request shows one site visit, and in fact the report from it says that inappropriate parking or traffic flow is **not** a problem and recommends **no change** in parking restrictions.

45. **No evidence that Emergency Services impeded:** WeAreResidents.org wrote to ask NEPP for the technical definition of 'inappropriate' parking. NEPP failed to provide a reply. Irrespective of that, it is clearly a concern if Emergency Services are being impeded by parking that is considered inappropriate, and less so if the LGVs of private businesses are being delayed. However, even under FOI, no evidence was presented to support these assertions, and this was backed up by an officer investigation which did not recommend changes (see below). No specific hot-spots were identified, and no evidence showing queue-lengths and trip times. There were no letters from the Emergency Services complaining that they'd been delayed.
46. There were only a few complaints in the whole of the evidence base:
- A few letters from local people complaining about construction vehicle parking. The construction finished in 2014 and under FOI no further complaint letters were provided after that date;
 - The 2013 complaint by the former Friends School Headteacher Graham Wigley in which he complained about access to the school. It is also worth noting that the school asked for permission to close their larger access on Debden Rd and move access round to Mount Pleasant Rd. This was approved by ECC, and so access from Mount Pleasant Road would seem not to be an issue for either ECC or the Friends School itself.
47. **Investigation recommended no changes in restrictions:** These complaints were investigated several years ago for the abandoned TRO-10030/31, and the investigation documents included in the FOI evidence base. The investigation found that there was no inappropriate parking and recommended *no* changes to parking restrictions. This report is included in the appendix, but the summary of the recommendations are:
- *"Residential views regarding the implementation of restrictions appear to suggest that this would not be welcomed and that the periodic "inconveniences" focused around school drop off/collection times is generally tolerated."*
 - *"Any potential restriction introduced would have to be endorsed by the residents who may be affected, along with the nominal displacement of vehicles in place at this moment in time."*
 - *"...Despite the presence of a major development in the area there appears to be ample space available to cater for parked vehicles and access." "With the completion of the new build, parking workers will also disappear, freeing up additional space."*

- *“The introduction of a restriction in this area may not be necessary on the basis of the evidence gathered during the site visit.”*
48. These roads are wide, some have few parked cars, but all have regular pull in places where vehicles are able to pull in to let emergency vehicles pass. Even if there were evidence that identified a few hot spot areas (which there isn't), it would only be appropriate to impose parking restriction as those specific points, not along the entire 1.7km of Ashdon Rd, Borough Lane, Mount Pleasant Rd, and Peaslands Rd.

3.3. Not needed for safety

49. **Safety reason unsupported:** The Statement of Reasons indicates that parking restrictions are required to *“Ensure that access and vision is un-obscured at key locations”* and *“also reduce the probability of road traffic accidents.”* The implication is that there is a safety issue on these roads. There is no evidence provided to support the claims that these roads are unsafe. And even if there were, it would be only at specific locations and not the entire 1.7km. There is no justifiable need for broad-based parking restrictions based on safety claims. This reason is without merit and unjustified.
50. The use of ‘also’ is telling. Safety is clearly not a primary reason; otherwise the restrictions would be required to improve safety and not merely *‘also reduce the probability’*. Therefore without any supporting evidence that the entire 1.7km of these highways are unsafe, it is not justified to remove parking from them. And if they were so unsafe, it would seem an all-day ban would be a priority and not just a daytime ban.
51. **‘Key locations’ is not the entire route:** The Statement of Reasons indicates that on-street parking should be removed to ensure *“access and vision is un-obscured at key locations”*. However it fails to identify the key locations or provide the evidence that it is a safety problem today. “Key locations” implies that parking does not need to be removed from the entire 1.7km route. Yet that is now what is being proposed.
52. **Removing parking will reduce safety:** The removal of street parking is likely to make access from resident’s drives more dangerous. Cars usually park on the side of roads where people live. They provide a safety buffer for cars pulling out from drives. Removal of parked cars will provide no safety buffer from faster flowing vehicles on the highway and those pulling out from drives.
53. As seen on other roads in the town, when car parking is removed from both sides of the road, traffic speeds up making it more dangerous to other road users, pedestrians and cyclist. There are limited pedestrian crossing points

and the existence of parked cars helps to regulate traffic flow to provide some gaps in which pedestrians can cross.

54. These routes are walked by many 100s of school children today, many walking 3 and 4 abreast on narrow pavements. They are also greatly used by other vulnerable road-users, particularly those accessing the Bell Nursery, which has some 60 young children arriving daily. Today parked cars provide a safety buffer.
55. **'No recorded accidents'**: The evidence produced under a previous FOI request actually indicates that safety is not a factor. The investigation by NEPP (see Appendix) undertaken a few years ago also indicated that *"...there have been no recorded accidents via Essex County Councils Traffweb site"* and recommends no change to restrictions. STATS Accident data from the Department for Transport and the Economic and Social Data Service at the University of Essex also show that the incident record for these locations is not significant – and in the few locations where there have been incidents, the reasons are unclear.
56. **Some improvements at Winstanley Rd junction warranted**: The only place with an incident record that merits any improvement is at the Winstanley Rd/Bromfield with Peaslands Rd junction. The TRO-5523 proposals provide for this with 18-20m no-waiting restrictions in each direction from the junction itself. WeAreResidents.org supports this because there is evidence of the need here, although it is not clear why double yellow lines are needed on Bromfield. No evidence has been brought forward to support a need based on safety anywhere else in the TRO-5523 scheme.

3.4. No evidence that traffic is impeded

57. **No evidence of a traffic flow problem**: The Statement of Reasons indicates that the parking restrictions will *"also encourage the free flow of traffic during peak hours."* No evidence was provided either willingly or under FOI to support this as an issue. Clearly nearly every through-road will experience traffic at peak times, but the question that has to be answered is "is the traffic sufficient at peak times that anti-congestion measures are required?" A way to evidence this would be to model the entire system (not just junctions), measure queue lengths and trip times along the entire routes. The entire highway system has not been modelled (just a few junctions, and then back in 2013). Trip times and queue lengths at all the places where restrictions are proposed have not been undertaken. And whilst a number of the junctions are inside the Saffron Walden AQMA, none currently exceed the legally permissible levels, and so do not require intervention, and indeed nor is there any evidence that the proposals would

improve air quality. There is no evidence to support the case for measures to be taken to encourage the free flow of traffic along the entire 1.7km.

3.5. Removing parking will not improve parking

58. **Double yellow lines don't provide more parking as claimed:** The Statement of Reasons claim that "*Double yellow lines will improve the parking provision for local residents and their visitors*". It is a simply bizarre statement to make; suggesting that removing all daytime parking from 1.7km of the town streets and all parking entirely from another large portion will improve parking for residents and their visitors makes no sense. A significant number of homes along the routes have no drives, and those that do will also still wish for visitors, deliveries and tradespeople to park near their homes. Where will they park? There is no evidence to show that those homes and business that would be seriously adversely affected have been identified and the impact assessed. It certainly was not provided under the FOI request to see all documents related to the TRO-5523 proposals. Nor are any mitigation measures proposed.
59. **No residents' permit scheme proposed:** It could be that the NEPP is concerned about people employed in the town or visitors to the town parking on these roads and preventing residents from parking. If that is the real reason then a residents permit scheme would have been proposed, which it was not. Instead it as proposed to remove residents' parking amenity. Additionally if this was the underlying assertion, the evidence should have been provided to support it. This is simple and cheap to do; survey nameplates on these streets and see where the vehicles are registered. This has not been done and so the stated reasons are unsupported. In any case, we do not see any need for this; these roads provide an amenity for people commuting to Saffron Walden to work in often poorly paid jobs – no indication is given as to where the displaced cars should now park.

3.6. Schools not considered

60. **Busy school walking routes:** There are a number of schools on or adjacent to the TRO-5523 routes. The presence of these schools should be a very serious consideration as these roads are extremely sensitive in this respect. Although there are arguments that the removal of parked cars could reduce the probability of accidents, there are counter arguments that increased vehicle speeds and potentially increased flows will put vulnerable road users at risk. Hundreds of school children of pre-school up to 6th form use these roads to walk every day, sometime many abreast. Minors pay less attention to road vehicles, particularly when in groups. There is no

evidence that the number of students using these roads has been considered, or the specific routes they take.

61. **Reduction in parking for parents will force issues with residents:** Parent parking during drop-off and pick-up periods is likewise a concern. Either the parking restrictions are going to be ignored, in which case there will be an enforcement issue or parents will be displaced into surrounding streets with potential knock-on adverse safety and congestion issues. There are already a number of reported issues related to this, with vandalism of parents' cars by residents and abuse of residents by parents. Many parents park on the streets that will be impacted by TRO-5523, which will just cause further kettling of parents and residents.

4. Non-Compliant Process

62. **Effective Date of Proposals:** The proposals under consultation are TRO-5523. According to the NEPP Joint Committee minutes these proposals were approved by the committee on 29/10/15.

4.1. TRO-5523 is a new scheme

63. **Previous schemes carry no weight:** It has been claimed by NEPP that the TROs under consultation ('TRO-5523') were approved in 2013 before the 'prior approval' policy was adopted. This is not the case – other proposals may have been approved, but not TRO-5523. There have been a number of TROs raised for some of the roads covered by TRO-5523. Some have been abandoned and others have been implemented. For example traffic signals were implemented between Borough Lane and Mount Pleasant Rd. Many of the others abandoned. It is clear however that no schemes individually or taken together have been proposed for a scheme such as that now proposed and the current proposals under TRO-5523 have to be considered together.
64. **Deprecated TROs 10030 and 10031:** On 31/10/2013 two TROs were approved for Saffron Walden, and identified as "Pleasland Rd/Debden Rd [sic] waiting restrictions and 10031 Ashden Rd [sic] removal of some parking bays". These were apparently abandoned when the traffic signal scheme was adopted: as of 6/3/2014 they were no longer listed by the NEPP, and have been absent from every TRO list since then (16/10/2014 and 12/3/2015). However, neither of these schemes was properly approved either in accordance with the procedure in place in 2013, with neither having received any local approval or been proceeded by any local consultation.

65. Indeed the future highway context for Saffron Walden has changed significantly. A large development at the east end of Peaslands Rd has been refused planning on appeal and the Planning Inspectorate has rejected the draft Uttlesford Local Plan, which had included the development of the east of Saffron Walden. The impact of these contextual changes is explored elsewhere in this document.
66. However the TRO-5523 proposals are different schemes from TRO-10030/31. And even were that not the case, it would not be material as TRO-5523 are new and distinct proposals *in their own right*, were approved separately, and are required to be considered on their own merit. Just to be clear, any previous proposals or approval of TRO-10030/31 carries no weight in the consideration of TRO-5523.

4.2. Required Approvals not sought

67. **Policy requires prior Approval:** According to the NEPP policies, which were in place at the time of the TRO-5523 approvals and still are, *“those putting forward schemes are required to get the approval of the Town or Parish Council and District or County Councillor.”* This did not happen. See below. This policy was recently restated in the Minutes of a recent NEPP Joint Working Committee. A copy of the relevant page is included in the appendices.
68. **Appropriate Town Council Approval not sought:** NEPP has a policy which **requires** the approval of the relevant Town or Parish Council for any proposals. For TRO-5523 this is the Saffron Walden Town Council. This approval was not sought and in fact Saffron Walden Town Council resolved to reject these proposals in their Council meeting of 4th February 2016. This has been communicated to the NEPP by the Saffron Walden Town Council.
69. **Appropriate County or District Councillor Approval not sought:** NEPP has a policy which **requires** the approval of the relevant District or County Councillor for any proposals. This approval was not sought. For completeness the relevant councillors are
 - Cllr John Lodge, ECC, Saffron Walden Division
 - Cllr Heather Asker (Saffron Walden Castle)
 - Cllr John Lodge (Saffron Walden Shire & Essex Division)
 - Cllr Aisha Anjum (Saffron Walden Shire)
 - Cllr Paul G Fairhurst (Saffron Walden Shire)
 - Cllr Richard Freeman (Saffron Walden Castle)

- Cllr Barbara Light (Saffron Walden Audley)
 - Cllr Sharon Morris (Saffron Walden Audley)
70. **Local consultation was also required for earlier TRO-10030/31 schemes:** Deprecated TROs 10030 and 10031 were subject to local consultation, but it too was not sought.
- 20/6/2013: Minutes of NEPP Traffic Regulations Joint Sub Committee 10 April 2013 note at minute 23 references the proposal for future schemes to be handled; it notes the process requirement for district and parish councils to be consulted before any scheme goes to the Local Highways Panel. There is a comment from Cllr Susan Barker that the external application form needs to be expanded to show the local support from districts and parishes. It was then resolved that inter alia: the Application form be amended including to show local support for a scheme. As stated above, none of the schemes has been before the Uttlesford Local Highways Panel (LHP) either.
 - 8/8/2013: It is confirmed that this new process is being used. NEPP Minute 2.2 notes that *"Since officers have been asking members of the public to show that there is support from the wider community the number of new applications has reduced."*
 - 8/8/2013: A further adjustment to the policy to make sure that informal consultations are undertaken before hand and a scoring matrix created. NEPP Item 8 proposes a new TRO Schemes Policy, including a new scoring matrix to determine priorities etc. Paragraph 2.8 of the proposal states *"Members are reminded that majority of residents / interested parties is required in relation to scheme/restriction requests and there is an expectation that informal consultations are undertaken locally (residents associations / ward members), where necessary beforehand."*
 - 8/8/2013: NEPP List of schemes shows "Peaslands Road / Debden Road" Waiting Restrictions Ref 10030 and Ashdon Road Waiting Restrictions Ref 10031 as new schemes for the first time.
71. Even though TRO-10030/31 are not the same schemes at TRO-5523, they also required local support and consultation with town and parish councils. This did not happen.

4.3. Failure of process and to cooperate

72. **Weight of local support not sought:** Gaining local support for proposals is enshrined in the NEPP's own process, which states in its primary (pre-Step 1) phases that an Application Form has to be produced with the

- "weight of local support (at least 50% of area in favour)"* for review and moving to the next phase. Local opinion of residents or that of the appropriate local councillors was not sought in the primary phases of TRO-5523 as required before the public consultation (Step 5) started.
73. The only evidence of any consideration of local support was in the investigation on Mount Pleasant Road a few years ago (for a previous TRO). The report of the investigation said *"Residential views regarding the implementation of restrictions appear to suggest that this would not be welcomed"* and *"Any potential restriction introduced would have to be endorsed by the residents who may be affected, along with the nominal displacement of vehicles in place at this moment in time."* This report (in the Appendices) recommended no changes to the existing restrictions, and so is at odds with the TRO-5523 proposals.
74. **Schools not consulted:** There are 4 schools and a pre-school on or adjacent to the routes. The R.A. Butler Primary and St Thomas More Primary schools on South Rd are academies. The Bell Nursery, Dame Bradbury and Friends Schools are private businesses. All rely on the roads covered by TRO-5523. This is particularly the case for the Bell Nursery and Primary Schools on South Rd. Many of the parents from these 3 facilities have to park on Mount Pleasant and Peaslands Rd at pick-up time as there is no space elsewhere. Tensions are already high with a number of residents.
75. R.A. Butler and St Thomas More and Bell Nursery claim they have not been consulted about these proposals and are very concerned. WeAreResidents.org has been in touch with them. It would seem that their needs should have been considered in the Step 2 scoring phase of the NEPP adopted process. The FOI request showed that there was no evidence to support that this was done, apart from with the Friends School who would like to see parking restrictions in place, but they seem only concerned about directly in front of their school entrance.
76. **Town Council not briefed:** Section 12.15 of the *Traffic Management Act 2004: DfT Operational Guidance to Local Authorities: Parking Policy and Enforcement* states that *"It is recommended that the authority explain its proposals to representatives of any parish, town or community councils in its area."* The Saffron Walden Town Council has made it clear that this has not happened and they were not even extended the courtesy of being made aware of the proposals before the public consultation (Step 5) started.
77. **Failure to provide basic process information:** WeAreResidents.org has asked NEPP for supporting information during the public consultation for TRO-5523. This information included supporting evidence, process

documents and approval dates for TRO-5523. This is basic process information and a wholly reasonable request. These documents must have been created to produce the TRO-5523 proposals and during the process up to public consultation – they are required as part of NEPP’s process. However, NEPP’s response to the FOI request states that they do not possess any such documents; we find this extraordinary.

78. The NEPP has been unable to provide these or even answer very simple questions, such as “when was TRO-5523 approved by the Joint Committee” (the minutes are clear this was 29/10/2015) – despite being asked multiple times. Each time the question was not answered and a diversionary response provided. To the NEPP’s credit, the inquiries were replied to quickly, but the questions were not answered. It is our understanding that the Saffron Walden Town Council has the same outcomes when asking similar questions.
79. Eventually WeAreResidents.org had to submit an FOI request to try to see this most basic of information. Even under FOI this was not provided. Under the FOI request WeAreResidents.org asked for copies of all:
 - Correspondence relating to the proposals between NEPP and Uttlesford District Council, including with its Councillors and Officers;
 - Correspondence relating to the proposals between NEPP and Essex County Council, including the Highways Authority, including with its Councillors and Officers;
 - Correspondence relating to the proposals between NEPP and Saffron Walden Town Council, including those that show the approval that the NEPP has to gain from the Saffron Walden Town Council under its policies;
 - Minutes of any meetings at which the proposals were considered by NEPP, and any documents considered by NEPP in deciding to proceed with the proposals;
 - Any other documents in the possession of NEPP concerning the proposal.
80. The NEPP didn’t provide this information and tried to claim that much of it was held with other authorities. This cannot be true according to the published and adopted NEPP TRO process as it is required to execute and evidence a TRO process. Instead all that was provided were 2 Minutes from 2013 relating to other TROs and a description of a site visit. The site visit was to review parking concerns that the former Friends School Headteacher Graham Wigley had about a 100m road section in front of the school. No documents were provided about the TRO-5523 proposals at all. In the FOI

response, the NEPP stated that *"All applicable documents available from the NEPP are contained within this response."*

81. It is assumed that the staff at NEPP are professional and competent, therefore it would be a reasonable to deduce from the lack of document production under FOI that either (1) there are no documents and the process is therefore incomplete, or (2) documentation is being deliberately hidden for some reason. In either case TRO-5523 process is flawed and should be withdrawn and started again. As an aside it is interesting to note that the site investigation and review referenced above concluded that highway changes were **not** needed or likely supported. This is the only evidence provided and was for several dozen metres out of the 1.7km or effected highways.
82. The email exchange with NEPP is included in the appendix, but for ease of reference, below is the total of "all the documentation" relating to TRO-5523 that the NEPP was able to provide under the FOI request:
- Two meeting agenda minutes from 2013. None relating to the current 2015 TRO-5523 proposals under consultation;
 - An email chain, again from 2013 that revolved around a complaint from the then Head of the Friends School about parking issues outside the school - and some correspondence with UDC Planning Head Andrew Taylor;
 - A review, map and pictures from a site visit at the time that concluded that there were no parking/traffic flow issues outside the school, no safety concerns, and that parking restrictions would be unlikely to be supported by residents.

5. Detailed Response to the Specific Proposals

83. The following section outlines specific comments about each individual part of the TRO-5523 proposals.

5.1. Ashdon Rd - Serious adverse effect on residents' parking

84. **Loss of 50% of parking for residents:** The proposals would see a permanent loss of about 50% of on-street parking. As proposed, TRO-5523 would remove parking all the time:
- Between Highfields to Hollyhock Rd (loss of approx. 12 places);
 - Opposite Dame Bradbury's School (loss of approx. 18 places);

Additionally:

- Hollyhock Rd to the Axe: Restrictions on the side cars don't park anyway. This will have zero impact, so it seems hard to justify the cost;
 - Further restrictions that only allow parking at night opposite Dame Bradbury's School;
85. **Serious adverse effect on residents:** The proposals seek to remove 50% of on-street parking. Many of the homes on the street have no possibility of off-street parking. Additionally Mill Lane is single track, so a number of home owners also park on Ashdon Rd. Parking is already very tight and so overspill causes problems on Shepherds Way and Hollyhock Rd. Displaced cars and vans parked on these streets today, already causing problems between residents. If parking were removed many residents would have nowhere else to park within several hundred metres of their homes. Additionally people who work at businesses in town likely use the road to park during the day. There seems no justifiable reason to remove parking during the day or evening for residents. These proposals will make it worse.
86. **Not what Ashdon Rd users want:** As stated above, the Saffron Walden Town Council consulted with local residents on the issues facing them in Saffron Walden. A significant number of responses were from regular users of Ashdon Road raising concerns at fast-moving traffic and how unpleasant it is to walk down. The proposals will worsen the issues raised rather than improve them, and could be expected to make the road more dangerous rather than safer.
87. **Why no additional pull-in?** Ashdon Rd could benefit from an additional pull-in area to allow vehicles to pass between Hollyhock Rd and Shepherds Way. This was part of the deprecated TRO-10030/31. However this is not proposed for TRO-5523. If implemented replacement residents' parking would need to be provided by reducing restrictions elsewhere nearby.
88. **ECC has no solution:** It is worth noting that during a 2014 public planning application for new housing at the eastern end of Ashdon Rd, ECC admitted they had no solution to the residents' parking issues when queried by the UDC Planning Committee. The removal of parking without a specific residents' permit provision will make it worse.
89. **Residents permit scheme of benefit:** Potentially Ashdon Rd could benefit from a residents' permit scheme as it is likely a number of workers and visitors to the town and school park on Ashdon Rd. However a study would need to be done to evidence that this is the case, and that the times that visitors park that would actually affect residents (see elsewhere in this document).

90. **Waste of money:** The proposed restrictions between Hollyhock Rd and Shepherds Way on the south side seem a waste of time as no vehicles park on that side of the road anyway. It is therefore difficult to justify the cost, maintenance and increased street-furniture.
91. **Proposals do not meet Stated Reasons:** The TRO-5523 proposals do not meet any of the objectives outlines in the Statement of Reasons, specifically:
- **Prevent inappropriate parking:** There is no evidence that shows inappropriate parking or that identifies specific/key points of focus.
 - **Ensure that access and vision is un-obscured:** The road is reasonably wide and straight. Houses are set back and sight lines are good. There are no reported access issues and the road doesn't seem to have a bad incident history and the evidence provided under the FOI request didn't show any history of accidents.
 - **Encourage traffic flow during peak hours:** The road can get busy during peak times, but is less congested than some others. Parking on the street does not significantly affect the operation of the road, however it would benefit from an additional pull in place, which is not proposed. But parking would likely need to be relaxed elsewhere to allow this, or a residents' scheme implemented. Again this has not been proposed. Peak traffic is for two 30 minute periods of the day. Parking restrictions are not required and certainly not all day.
 - **Reduce the likelihood of accidents:** The road is reasonably wide and straight. Houses are set back and sight lines are good. There are no reported access issues and the road doesn't seem to have a bad incident history and the evidence provided under the FOI request didn't show any history of accidents..
92. **No supporting evidence to justify these specific proposals:** No detailed evidence has been provided as to the accident/incident history that led to the proposed solution, even under FOI. There is no evidence of inappropriate parking and regular blocking of LGVs or Emergency Vehicles. No measurement of trip times has been conducted along the road. There is no evidence to show the key/specific points have been identified. There is no sensitivity analysis of traffic over different times of the day. Surveys have not been done to determine if cars parked on the roads are residents, visitors, or people working in the town or visiting the nearby schools. There is no evidence that residents' permit parking schemes have been considered. Alternative schemes have not been proposed. Local councillors have not been consulted prior to the development of the proposals, and the Saffron Walden Town Council has opposed the scheme. Local support has

not been gauged. NEPP is unable to evidence that it has followed its proper process. To implement these parking restriction measures without proper evidence or justification is not permissible under the *Traffic Management Act 2004* and would likely fail a legal challenge.

5.2. Borough Lane – Loss of access to Council services and the Police

93. **Borough Lane - London Rd to Springhill Rd:** Parked cars can slow westbound traffic on this section of the road at peak times (between 8:15-8:45 and 18:00-18:30), however accessing London Rd at the peak times delays traffic far more than parked cars. All homes along this stretch of road have off-street parking, so it is likely that the vehicles parked on the street are employees at nearby UDC, 6th Formers from the High School, or people that work in the town. The on-street parking used to be used by patients attending the nearby Doctor's Surgery, but that has now closed.
94. **Borough Lane - Springhill Rd to Debden Rd:** There are already daytime parking restrictions along this stretch of the road. The TRO-5523 proposals seek to remove parking altogether. All homes along this stretch of road have off-street parking, but it is unclear as to the benefit of removing parking all together. It will have no effect on school traffic, commercial, commuter or business traffic, as that is all during the daytime. Traffic is light on the road in the evenings, and the accident record shows that there are no concerns for this portion of road. Even under FOI, no evidence was presented that showed why a total parking ban was required on this road. These proposals are unsupported and unjustified.
95. **Access to Council Services and Police:** On-street parking on this section is used by residents who wish to access Council services at the UDC offices as there is very limited on-site parking for visitors. The Police Station is also moving to London Rd to the Council offices. On-street parking will be required for residents visiting those facilities. There is none on any other adjacent road to the Council offices. If this parking were lost completely, many people would be unable to conveniently access Council services or the relocated police station. No evidence was presented, even under FOI that these uses or alternative schemes to daytime removal had been considered. No evidence was presented that parking in this location was hindering traffic flow or creating safety concerns.
96. **School Walking Route:** Borough Lane is a busy school walking route, funnelling all children from the south and south-east of the town to the Saffron Walden County High School. There is a pavement only on one side of the road at the top, and it is relatively narrow for the volumes of school children that use it. Students need to cross Borough Lane after Summerhill Rd to get to the right side for the school. Today parked cars provide a

safety buffer for children and slow cars down allowing them to cross. No evidence has been presented as to the net effect to the safety that removing parking will have to pedestrians, and it would be reasonably assumed to have a detrimental effect.

97. **Proposals do not meet Stated Reasons:** The TRO-5523 proposals do not meet any of the objectives outlines in the Statement of Reasons, specifically:

- **Prevent inappropriate parking:** There is no evidence that shows inappropriate parking on this road.
- **Ensure that access and vision is un-obscured:** There have been no reported access issues and accident reports show there is no need for intervention.
- **Encourage traffic flow during peak hours:** The road gets no busier than others in the town at peak times, and less congested than some others. The traffic lights at Debden Rd have the effect of metering southbound traffic on Borough Lane, which eases the northbound flow. Peak times are 8:15-8:45 and 18:00-18:30, so there is no justification for a 8:00-18:00 parking ban, and no justification of evidence has been presented for this.
- **Reduce the likelihood of accidents:** There is no evidence for TRO-5523 restrictions on safety grounds on this road.

98. **No supporting evidence to justify these specific proposals:** No evidence has been provided as to the accident/incident history that led to the proposed solution, even under FOI. There is no evidence of inappropriate parking and regular blocking of LGVs or Emergency Vehicles. No measurement of trip times has been conducted along the road. There is no evidence to show the key/specific points have been identified. There is no sensitivity analysis of traffic over different times of the day. Surveys have not been done to determine if cars parked on the roads are residents, visitors, or people working in the town or visiting the nearby schools or the Council offices. There is no evidence that residents' permit parking schemes have been considered. The streets are residential in nature and given the proximity of schools, no traffic calming measures have been proposed to slow traffic once parking is removed. Local councillors have not been consulted prior to the development of the proposals, and the Saffron Walden Town Council has opposed the scheme. Local support has not been gauged. NEPP is unable to evidence that it has followed its proper process. To remove daytime and evening parking over the entire length of the road without proper evidence or justification is not permissible under the *Traffic Management Act 2004* and would likely fail a legal challenge.

5.3. Mount Pleasant Road – Officer’s Report shows not justified

99. **Mount Pleasant Road-Friends School:** Accident reports from the last 15 years show no accidents outside the school. This is supported by the officer’s visit investigation report. The road is long and straight, with only a very slight curve, and houses are set back. Visibility lines are good and there are ample places to cross. Controlled/safe crossing is already provided - there is a zebra crossing just past the end of Mount Pleasant Rd at one end and a signalised junction with pedestrian crossings at the other. Additionally for Friends School access, they have 2 car parks that allow parents to drop off and pick up children off the road on their property, not the street.
100. It is unclear what evidence there is to show that removing all parking from 8AM-6PM would do anything to improve safety as the record shows there is no safety issue. Removing parking from near the school will speed up traffic. If parking is removed proposals should be included to calm traffic, for example these could include 20mph limits (as Saffron Walden Town Council advocates), speed bumps, and potentially chicanes.
101. **Loss parking amenity for residents and schools:** Whilst most homes on the road have drives, there is at least one house of flats where parking is required on the street. In 2014 traffic signals were installed at the Debden Rd junction and cars displaced from yellow lines there. Many of these homes have no ability for off-street parking and so park several 100m away from their homes on Mount Pleasant Road. If parking were removed they would have nowhere else to park within 250m of their homes. The road is used twice a day by parents parking for dropping off/pick up at the South Rd St Thomas More and R.A. Butler schools and the Bell Nursery – it is the only street nearby with parking. The proposed changes would prevent this parking and cause more stress on the South Rd/West Rd/Victoria Ave/Loughedges areas that have already seen police incidents between parents and residents due to kettling. Additionally people who work at the Friends School, and parents, and employees of UDC and businesses in town use the road to park during the day. There is no justifiable reason to remove parking during the day or evening for residents, parents and workers in the town, especially since there are no safety or traffic-flow issues.
102. **Officer’s report recommends ‘no changes’:** Mount Pleasant Road was investigated several years ago for the abandoned TRO-10030/31, and the investigation documents were included in the FOI evidence base. The investigation found that there was no inappropriate parking and recommended no changes to parking restrictions. It is not clear why the TRO-5523 proposals are being brought forward for Mount Pleasant Road

when the officer's report clearly states they are not needed for any of the reasons in the Statement of Reasons.

103. **Proposals do not meet Stated Reasons:** The TRO-5523 proposals do not meet any of the objectives outlined in the Statement of Reasons, specifically:

- **Ensure that access and vision is un-obscured:** The road is wide and almost straight. Houses are set back and sight lines are good. There are no access issues and the accident report shows no incidents along the road.
- **Encourage traffic flow during peak hours:** The road gets no busier than others in the town at peak times, and less congested than some others. The traffic lights do cause congestion as was anticipated when they were installed. But cycle times are short and traffic is usually through the lights in 30 seconds or less. Parking on the street does not adversely affect the operation of the traffic lights or flow of traffic along the road. The wait at the traffic lights themselves provides the longest wait along the road, not any other pinch points. Peak traffic is only for two 20 minute periods of the day. Parking restrictions are not required and certainly not all day.
- **Reduce the likelihood of accidents:** The road is wide and almost straight. Houses are set back and sight lines are good. There are no access issues and the accident report shows no incidents along the road.

104. **No supporting evidence to justify these specific proposals:** No detailed evidence has been provided as to the accident/incident history that led to the proposed solution, even under FOI. There is no evidence of regular blocking of LGVs or Emergency Vehicles. There is no evidence to show the key/specific points have been identified. Surveys have not been done to determine if cars parked on the roads are residents, visitors, or people working in the town or visiting the nearby schools. There is no evidence that residents' permit parking schemes have been considered. No assessment has been done as to the impact on the nearby schools. This street is residential in nature and given the proximity of schools, no traffic calming measures have been proposed to slow traffic once parking is removed. Local councillors have not been consulted prior to the development of the proposals, and the Saffron Walden Town Council has opposed the scheme. Local support has not been gauged. NEPP is unable to evidence that it has followed its proper process. To remove parking over the entire length of the road without proper evidence or justification is not permissible under the *Traffic Management Act 2004* and would likely fail a legal challenge.

5.4. Peaslands Road – Restrictions only justified at Winstanley Rd

105. **South Rd to Hop Fields:** Parked cars can slow traffic on this section of the road at peak times (between 8:15-8:45 and 18:00-18:30), however the signalised junction at the Debden/Mount Pleasant Rd junction has the effect of metering traffic heading eastbound. This means that any waiting vehicles on Peaslands Rd are never held for more than a traffic light cycle (which is clearly deemed acceptable as ECC installed the signals). In any case, there are clear benefits in the parked cars as traffic calming measures, particularly in the run up to the zebra crossing zig-zag lines.
106. Whilst the road would seem to benefit from an additional short section of parking restrictions to allow a pull in 1/2 way down the road, removing all street parking between 8:00-18:00 is disproportionate and unwarranted.
107. No evidence has been presented that waiting times and queue lengths are excessive on this section of the road. No evidence has been presented that there is any material benefit from restricting parking on the whole section vs. just a short additional pull-in.
108. **Safety benefit for Junction of Peaslands and Winstanley Roads:** Independently obtained statistics from the DfT and University of Essex show that there have been a number of incidents at the junction since 1995, which would seem to put it in the top 10 safety improvement locations in the town (unlike the other areas flagged as safety concerns in the TRO proposals).
109. Therefore it does seem reasonable to place some restrictions in the immediate vicinity of the Winstanley Rd/Bromfield/Peaslands junction due to the sight lines out of Bromfield. Also since there are other junctions with poorer safety records in Saffron Walden that are not subject to TRO-5523, it is not clearly why the rest of the TRO-5523 routes have been targeted for safety improvements and not these other, needier areas.
110. It is worth mentioning that NEPP was unable to provide the evidence to support the case for improvements at this junction, even under FOI. WeAreResidents.org had to seek the information it itself. It would seem that the NEPP TRO process is lacking if basic accident data is not part of the justification.
111. **Winstanley to Thaxted Road:** This section of road is wide and straight and houses are set back and so visibility is good. The reason stated for the proposed changes are to provide better residents parking and improved sight lines. It is difficult to understand how removing all parking from 8AM-6PM would improve parking for residents and their visitors.

112. The only non-residential location near this stretch of road is the Lord Butler Leisure Centre and Skate Park. It has a very large car park and so parking is not required on the road itself. The car park access has good visibility.
113. The road could benefit from a zebra crossing outside the Leisure Centre to replace the current central pedestrian refuge. This is particularly the case as many school children walk to the Leisure Centre from the South Rd schools.
114. No evidence was presented as to how removing daytime parking from this section of road would improve parking or safety in any appreciable way.
115. **Bell Nursery viability:** Bell Nursery on Peaslands Rd has limited off-street parking for staff and visitors. Parents park on Peaslands and Mount Pleasant Roads to drop off and pick up their children. This is the only parking that is close by. Being pre-schoolers, these children cannot be left to wander out on to the road to find their parents; parents need to park and go into the nursery itself. There is limited pre-school provision in Saffron Walden. Removing the ability for parents to park could threaten the financial viability of the facility and pre-school provision in the town. No evidence has been presented that the needs of the Bell Nursery and the parents that use it have been considered in the TRO-5523 proposals.
116. **Significant loss of parking for Residents:** A small number of homes on Peaslands Rd have no off-street parking. If daytime parking is removed there is little proximate opportunity for residents to park. South Rd is some distance and has its own lack-of-parking problems, Hop Fields/Crabfields is poorly designed without spare parking, and Winstanley Rd is some distance and will also get new restrictions. There is no viable alternative. No evidence has been presented that the significant loss that these residents will suffer has been considered.
117. **Proposals do not meet Stated Reasons:** The TRO-5523 proposals do not meet any of the objectives outlines in the Statement of Reasons, specifically:
- **Prevent inappropriate parking:** There is no evidence that shows inappropriate parking on this road.
 - **Ensure that access and vision is un-obscured:** There have been no reported access issues and accident reports show that the only area of concern should be at the Winstanley Rd junction, not the whole road.
 - **Yellow lines will improve parking amenity:** No evidence has been presented that the wholesale removal of daytime parking will improve the parking amenity or improve parking for residents or their visitors. The Bell Nursery and parents that use it will be significantly adversely

affected if parking is removed, as will residents that have no off-street parking. Restrictions near South Rd will also affect the 2 primary schools on that road. No evidence has been presented that shows that these needs have been considered.

- **Encourage traffic flow during peak hours:** The road gets no busier than others in the town at peak times, and less congested than some others. The traffic lights at Debden Rd have the effect of metering eastbound traffic on Peaslands Rd, which eases the westbound flow. Peak times are 8:15-8:45 and 18:00-18:30, so there is no justification for a 8:00-18:00 parking ban, and no justification of evidence has been presented for this.
 - **Reduce the likelihood of accidents:** Accident reports show that the only area of concern should be at the Winstanley Rd junction, not the whole road. There is no evidence for TRO-5523 restrictions on safety grounds outside of the Winstanley Rd junction.
118. **No supporting evidence to justify these specific proposals:** No detailed evidence has been provided as to the accident/incident history that led to the proposed solution, even under FOI. There is no evidence of inappropriate parking and regular blocking of LGVs or Emergency Vehicles. No measurement of trip times has been conducted along the road. There is no evidence to show the key/specific points have been identified. There is no sensitivity analysis of traffic over different times of the day. Surveys have not been done to determine if cars parked on the roads are residents, visitors, or people working in the town or visiting the nearby schools. There is no evidence that residents' permit parking schemes have been considered. No assessment has been done as to the impact on the nearby schools. These streets are residential in nature and given the proximity of schools, no traffic calming measures have been proposed to slow traffic once parking is removed. Local councillors have not been consulted prior to the development of the proposals, and the Saffron Walden Town Council has opposed the scheme. Local support has not been gauged. NEPP is unable to evidence that it has followed its proper process. To remove daytime and evening parking over the entire length of the road without proper evidence or justification is not permissible under the *Traffic Management Act 2004* and would likely fail a legal challenge. The only area that has supporting evidence is for yellow line restrictions directly at the Winstanley Rd junction.

6. Addressing the need within the broader context

119. The *Traffic Management Act 2004* doesn't allow for TROs to be implemented to relieve potential future issue, only current actual issues.

However it is worth understanding TRO-5523 within the larger future highways needs of Saffron Walden.

120. TRO-5523 is a new scheme, but it was preceded by different schemes, TRO-10030/31, and they shared some common proposals. TRO-10030/31 were brought forward when the future outlook for Saffron Walden looked different from today. TRO-10030/31 were abandoned. The rationale for TRO-5523 must be looked at afresh and within the current context of the town, nonetheless it is worth considering the rationale for TRO-10030/31.
121. **Completely Changed Future Landscape:** The draft Uttlesford Local Plan with building on the east of Saffron Walden was rejected, the largest development refused on appeal, and a connector road that would have funnelled traffic to the east end of Peaslands Rd has fallen away. There is no material future value that TRO-5523 can add to the Saffron Walden highways network.

6.1. Local Plan refusal and uncertainty

122. In 2014 the Planning Inspectorate rejected the draft Uttlesford Local Plan. This plan proposed large-scale building on the east of Saffron Walden. A new Local Plan is in production, but sites have not been selected and the new plan will not be ready for the Planning Inspector again until at least 2017.
123. Given the previous refusal and surplus of development sites in Uttlesford, it would be reasonable to expect that the new plan would avoid the Planning Inspector's previous areas of concern. That means that at this point is it uncertain whether any additional sites will be considered for the east of Saffron Walden. If this is the case, then there is no long term need for greater highways capacity and traffic-flow. In other words the TRO-5523 scheme cannot be considered to provide additional value to future highways capacity as there is no evidence that that capacity would be needed.
124. In fact in March 2016 Uttlesford District Council is voting to adopt a new garden town/city solution as the centre-piece for its new Local Plan. This is likely to be adopted given the voting patterns at the Council and the fact that the first part of one likely site is under appeal and is currently with the Secretary of State for determination. The recent discussions between the government and UDC have been about planning gain if this site were approved. There are also a half dozen other identified sites in the district for a new settlement; none is near Saffron Walden or would bring traffic into it from the east. This makes the likelihood of increased capacity through the TRO-5523 roads even less likely.

6.1. Planning refusal of Kier removes future traffic

125. The largest development proposed to the east of Saffron Walden was the Kier development of 300 homes at the east end of Peaslands Rd. This was rejected on appeal by the Planning Inspector as being unsustainable. This development would have created more traffic on the Peaslands-to-Borough lane corridor; however it was refused and the traffic will not happen.

6.2. Existing approvals are sustainable without these measures:

126. There have been a number of approvals for new housing in Saffron Walden. None of the obligations entered in to by the developers include the provisions included in TRO-5523. In other words these applications are considered sustainable without TRO-5523 and therefore TRO-5523 is not a material consideration to their delivery.

6.3. Eastern Connector Road

127. An eastern connector road was proposed as part of the rejected Local Plan and refused Kier application. This would have connected the east of Saffron Walden with the eastern end of Peaslands Rd, funnelling traffic down the Peaslands-to-Borough lane route. With these 2 refusals, the Connector Road has fallen away. The land and money are not available and the rationale is no longer there.
128. Both of these factors remove the need for an east/west corridor along the Peaslands-to-Borough Lane route - TRO-5523 is not needed to enable this route. There will be less traffic and it will use the current High St and Audley Rd routes as there is no connector. There is no evidence that any congestion or not on any of these roads leads to any route switching; or that any cars would switch to using these roads if they became faster. No evidence was presented and nor do believe there is any to justify any suggestion that the proposed scheme would in any way assist with removing traffic in the town centre.

6.4. Partial 2013 Highways Assessment out of date study

129. In 2013 ECC published a Highways Assessment for UDC. This report was not produced by ECC as the Highways Authority; it was delivered under a commercial contract as part of the UDC's documentation for its (rejected) draft Local Plan.
130. It provided a partial study of how Saffron Walden's highways network could be changed to reflect large-scale building on the east. It didn't look at the network as a whole, just a number of key junctions in isolation. As such it didn't look at the roads covered in TRO-5523, but did include the Mount

Pleasant/Borough Lane junction. Since then traffic signals have been installed at that junction as part of a developer obligation for a Debden Rd site. These signals have changed the traffic flows in that part of town, making the 2013 Highways Assessment out of date.

131. In any case, the Air Quality Assessment commissioned with the 2013 Highways Assessment proposals showed that those proposals would have worsened air pollution in Saffron Walden town centre.
132. Additionally the objectives and context of this Highways Assessment were based on the draft Local Plan, Kier development and Eastern Connector road – all which have fallen away. As a consequence TRO-5523 has no bearing on delivering any components of this Highways Assessment, and isn't allowed to under *Traffic Management Act 2004*.

6.5. Doesn't fit with Saffron Walden Town Council priorities

133. Saffron Walden Town Council undertook a large highways study of the town in the last quarter of 2015. This identified over 70 highways 'hot-spots' that could benefit from investment, that were prioritised with road users.
134. The measures covered in TRO-5523 are not in this 70 and so are not a priority for the Town Council or its residents. The only area of mutual benefit was an additional pull-in place on Peaslands Rd. None of the other 69 measures are addressed in TRO-5523.
135. It is clear that in the preparation of TRO-5523 the Town Council's views were not sought and these 70 priority measures were not considered. It would seem a much better investment if the monies allocated to TRO-5523 were instead allocated to fixing the real issues that the town has and that the Town Council and residents have prioritised.
136. Indeed, the proposals run directly contrary to the responses of local residents, who wish to see traffic calmed and sustainable transport made easier, rather than imposing urban clearways to make sustainable transport even less attractive.

7. Appendices

7.1. Minutes of the NEPP Joint Working Committee 17/12/2015, p7

137. Item 27 reconfirms the NEPP's policy with regard to receiving gaining *approval* prior to moving proposals forward. It says *"NEPP has recently changed the policy so that those putting forward schemes are required to get the approval of the Town or Parish Council and District or County Councillor."*
138. See following page.

necessary. With regards to the Parking Permits, they are now the same cost across the North Essex Parking Partnership, and are provided at the lowest cost. The Bank Holiday restrictions can be removed if specific exemptions are made to the TRO, as parking restrictions that are made from Monday to Friday or Saturday will automatically include Bank Holidays.

26. Minutes

RESOLVED that the minutes of the meeting of the Joint Committee for On Street Parking of 18 June 2015 be confirmed as a correct record.

27. Traffic Regulation Order Update, including those to be agreed

Trevor Degville introduced the Traffic Regulation Order Update and Schemes for Approval to the Committee. The report outlined the progress on the schemes that had been approved, and those that are undergoing consultation or installation.

The Joint Committee agreed the schemes as put forward by Braintree District Council, Colchester Borough Council, Harlow District Council, Tendring District Council and Uttlesford District Council which are outlined in Appendix 1.

Councillor Johnson asked the Committee what the policy was with regards to recommending Traffic Regulation Orders at Committee. Councillor Mitchell stated that the NEPP has recently changed the policy so that those putting forward schemes are required to get the approval of the Town or Parish Council and District or County Councillor. Richard Walker stated that the report is generated as previously, with the decision made at the Joint Committee after a recommendation from the local member.

RESOLVED that:

- a) The recommended action for the Traffic Regulation Orders as outlined in Appendix 1 be approved.
- b) The Traffic Regulation Order Update report be noted.

28. Technical Team Work Since NEPP Formation

Trevor Degville introduced the report highlighting the technical teams work since the North Essex Parking Partnership was formed. The report compares the work undertaken by the NEPP and Essex County Council in introducing Traffic Regulation Orders.

The Committee welcomed the report, and thanked the Technical Team for providing a highly useful reminder of the work that has been done by the NEPP since its inception. The Committee stated that it would be good for all the information presented to be displayed on a mapping system to show the extent of the work completed.

Ian Taylor commented that significant and successful schemes such as the Clacton Seafront are only represented under one title, when they consisted of so much work for the technical team. Joe McGill stated that Harlow District Council may be able to undertake the work to place all the work done by the NEPP onto a map, which would help to highlight the extent of the work completed by the technical team.

RESOLVED that;

- a) the Technical Team Work since NEPP formation report be noted.

7.2. Officer's Investigation Report from Highways site visit to Saffron Walden

139. Officer's report from visiting Mount Pleasant Road in Saffron Walden to investigate the Friend's School complaint about inappropriate parking and request for parking restrictions. No traffic-flow, inappropriate parking or safety concerns were identified during the visit. No changes were recommended after the visit. The officer said: "The introduction of a restriction in this area may not be necessary on the basis of the evidence gathered during the site visit." "Any potential restriction introduced would have to be endorsed by the residents who may be affected, along with the nominal displacement of vehicles in place at this moment in time."
140. See following pages.

Mount Pleasant Road Site Visit – FOI Document Set (under FOI, February 2016)

Under the Freedom-of-Information Act WeAreResidents.org requested from NEPP copies of all documents in relation to TRO-5523 (restrictions to parking on Ashdon Rd, Borough Lane, Mount Pleasant Rd, Peaslands Rd). The following pages were part of the total document set returned from the FOI request.

The following pages include:

- North Essex Parking Partnership Officer's Report to Mount Pleasant Road to review parking restrictions
- The report does not recommend changes

This cover note was added by WeAreResidents.org who made the FOI request. The rest of the documents are as provided by NEPP.

Yellow highlighting has been added by WeAreResidents.org.

Red text has been added to provide clarity by WeAreResidents.org.

Summary sheet

Mount Pleasant Road-Saffron Walden

A site visit has been conducted to witness at first hand the alleged issues.

A map has been included to highlight the area photographed and visited. The map also highlights the fact that there have been no recorded accidents via Essex County Councils Traffweb site.

Photographs taken during the site visit are included to highlight any issues encountered or witnessed.

Correspondence is also included which has led to our investigation and site visit.

Officer Recommendation

Photograph A depicts Mount Pleasant Road during a typical weekday and indicate a section of road which is used by local residents, "commuters" and local workers at the nearby new residential development currently under construction.

The complainant has suggested that access to this particular road is restricted, leading to issues with larger vehicles, due to the parking which occurs at the location in photograph A.

There are schools in the area which are serviced by this road and connecting highway and peak drop off and collection times sees an increase in parked vehicles at specific times of the day although freedom of movement, albeit restricted is still possible if driver courtesy is displayed.

Residential views regarding the implementation of restrictions appear to suggest that this would not be welcomed and that the periodic "inconveniences" focused around school drop off/collection times is generally tolerated.

Other enclosed photographic images serve to illustrate that despite the presence of a major development in the area there appears to be ample space available to cater for parked vehicles and access, as mentioned is still possible if driver courtesy is displayed.

The introduction of a restriction in this area may not be necessary on the basis of the evidence gathered during the site visit.

South Road, Mount Pleasant Road and Peaslands Road all appear to be "self Policing" in terms of parking and access and consideration should also be given to the near future when there may ultimately be a certain "spillage" from the new build in the area and the absorption of associated traffic needs to be accounted for.

NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden

With the completion of the new build, parking workers will also disappear, freeing up additional space.

Any potential restriction introduced would have to be endorsed by the residents who may be affected, along with the nominal displacement of vehicles in place at this moment in time.

Area referred to

EssexWorks.

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Features

- Motorway (PR1)
- Trunk Road (PR1)
- Strategic Route (PR1)
- Main Distributor (PR1)
- DBFO (PR1)
- Radial Feeder (PR1)
- Secondary Distributor (PR2)
- Link Road (PR2)
- Fixed Site
- Red Light Site
- Speed Camera
- Slight Accidents
- Serious Accidents
- Fatal Accidents
- Accidents

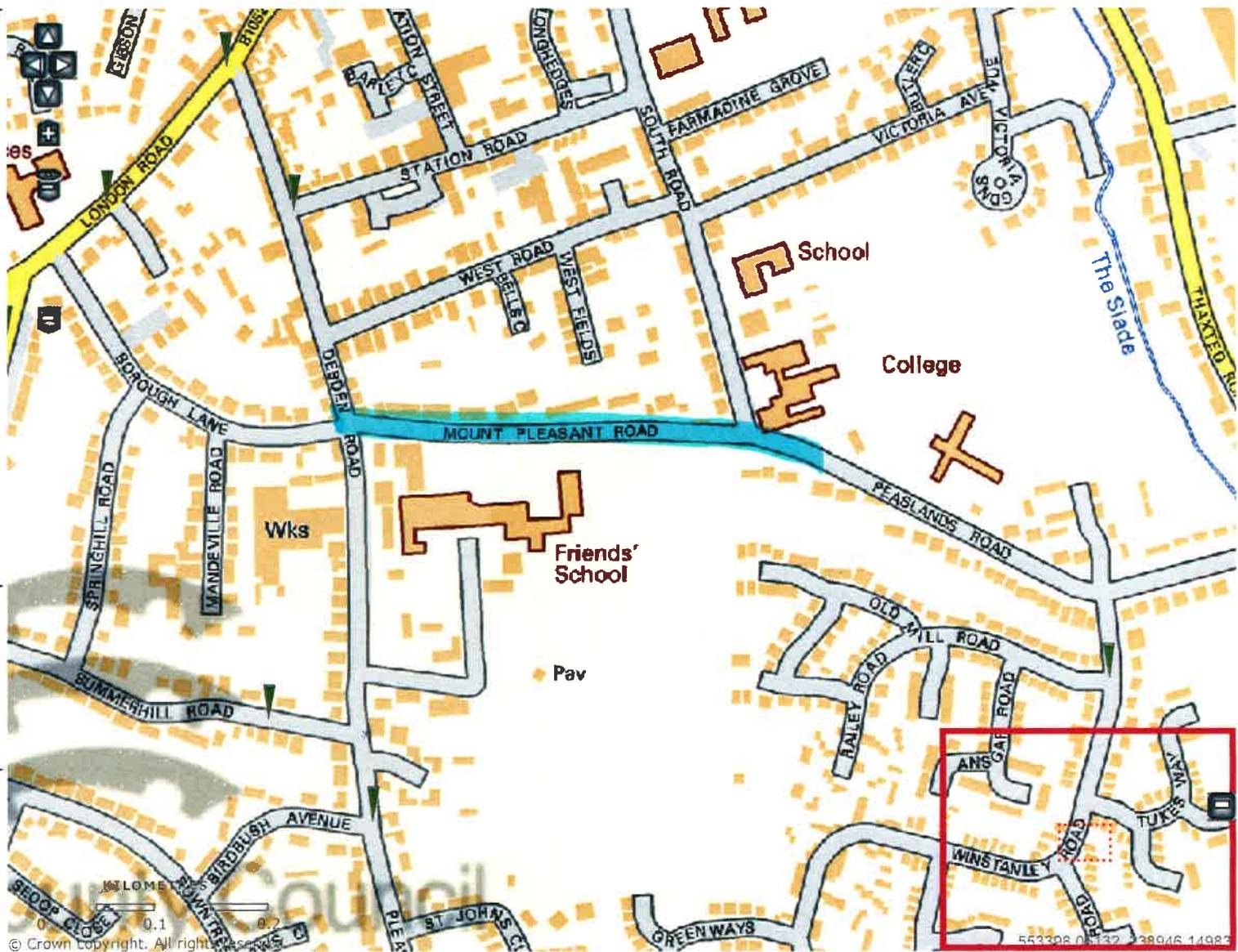
Find Street

Find street

mount pleasant road, saffron

Clear Find

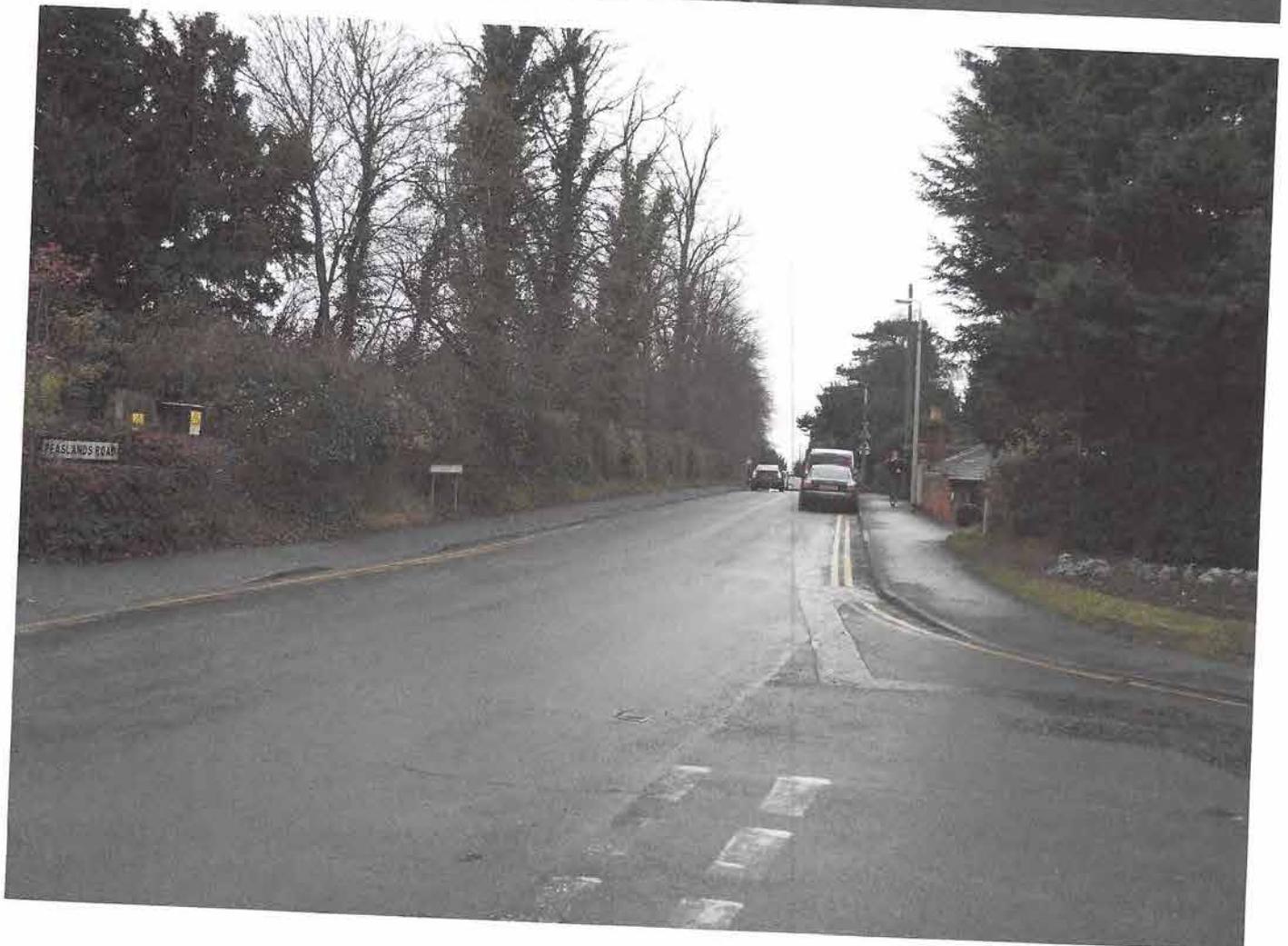
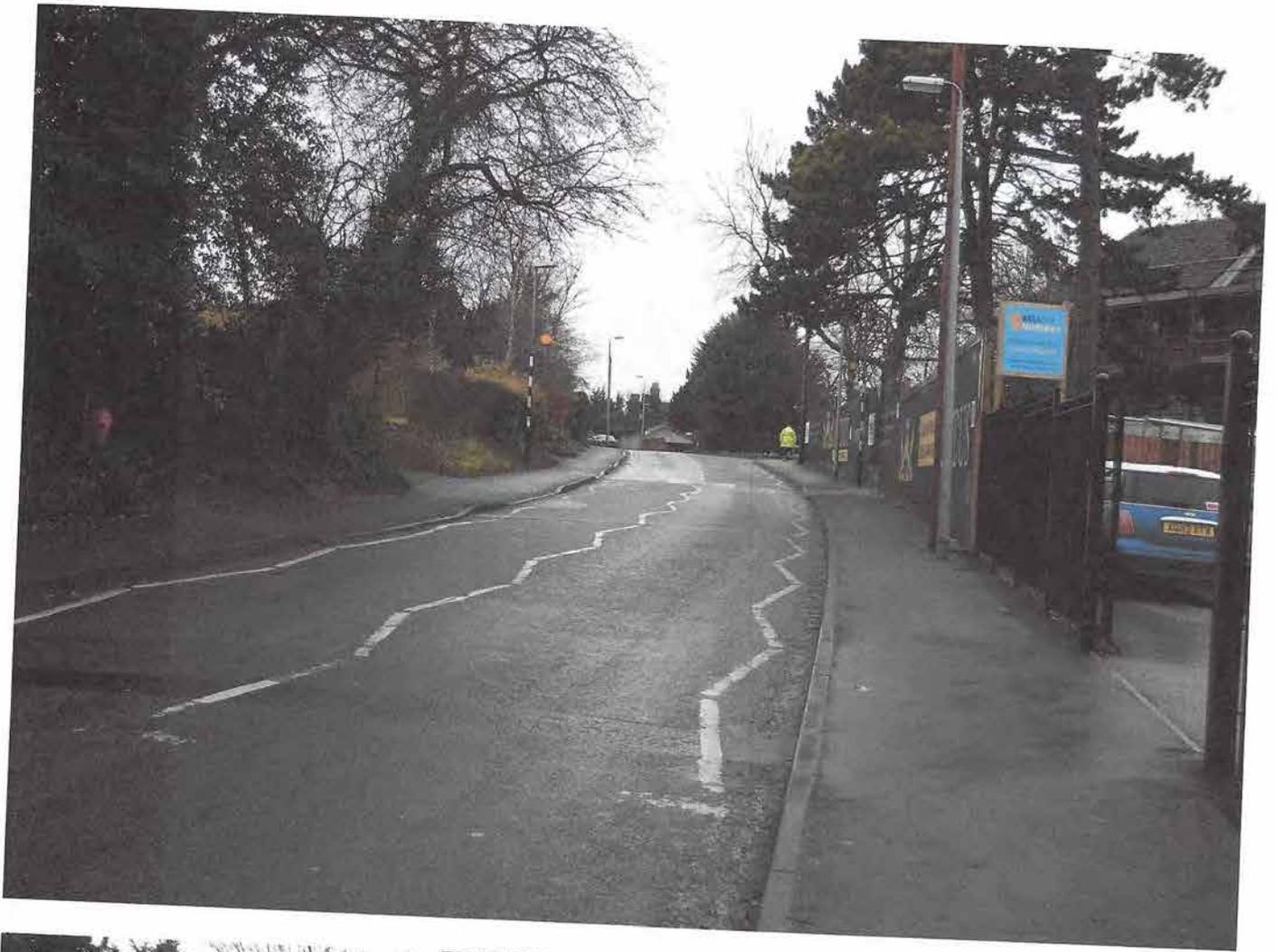
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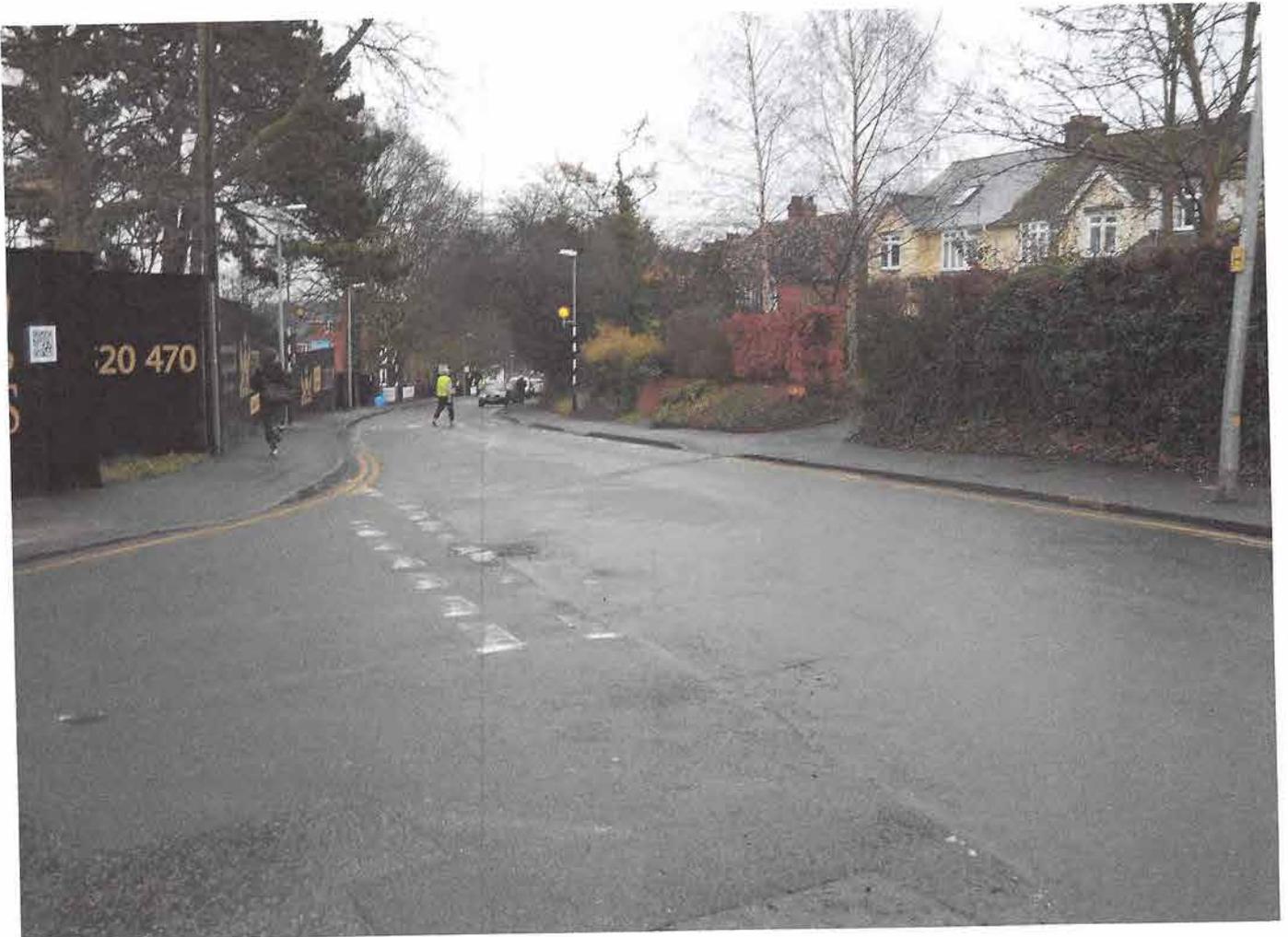




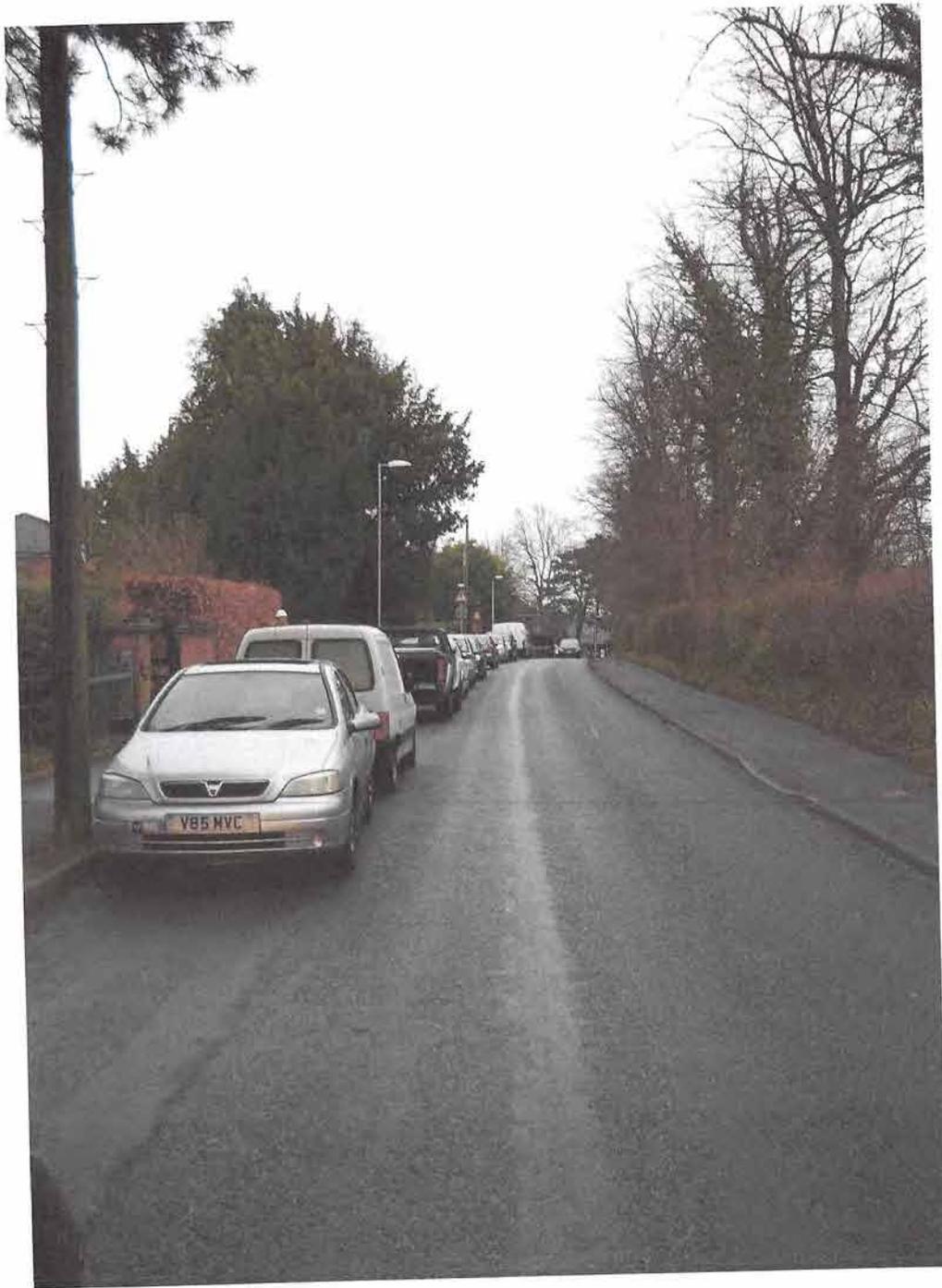


NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden

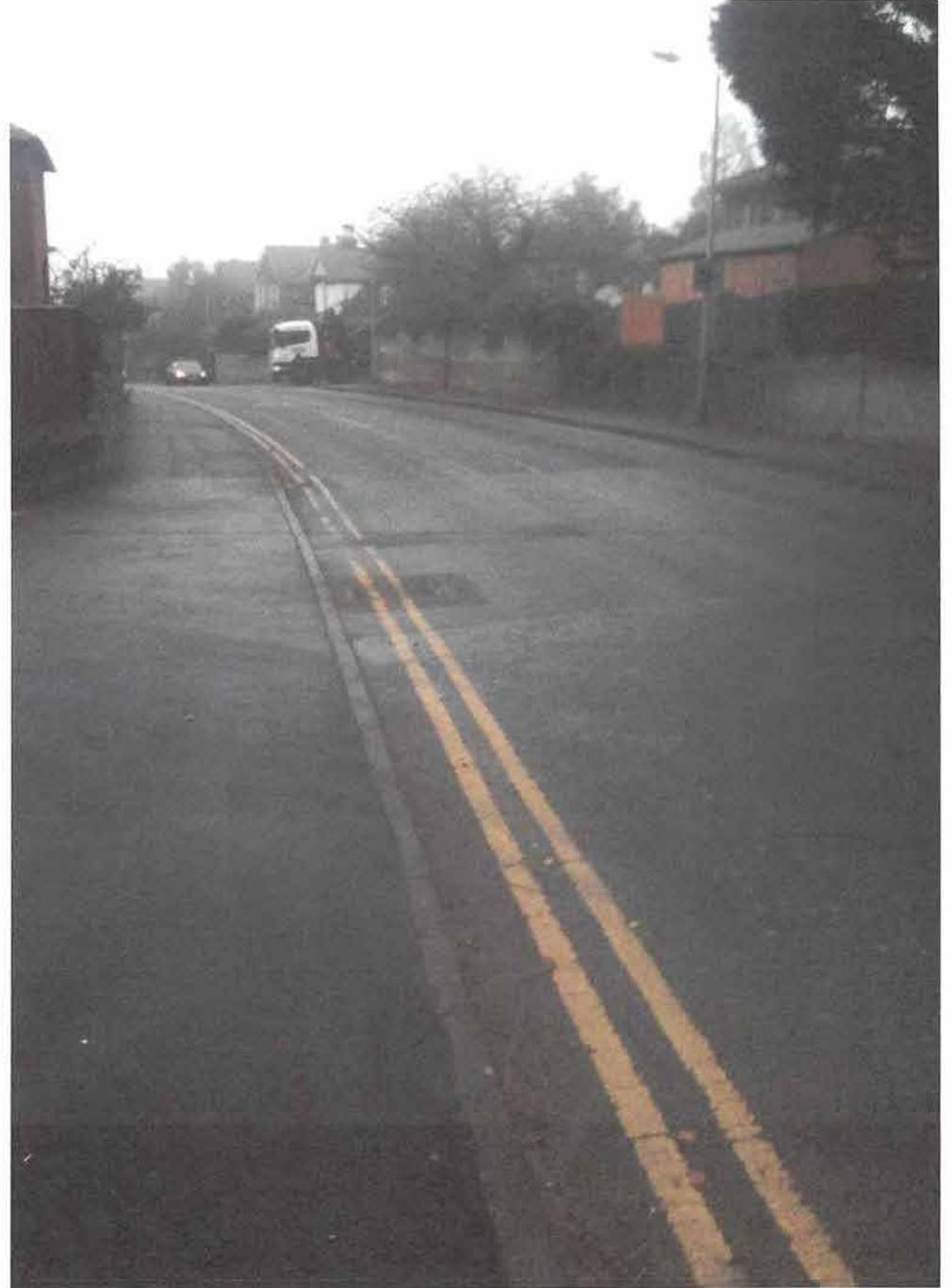




NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden

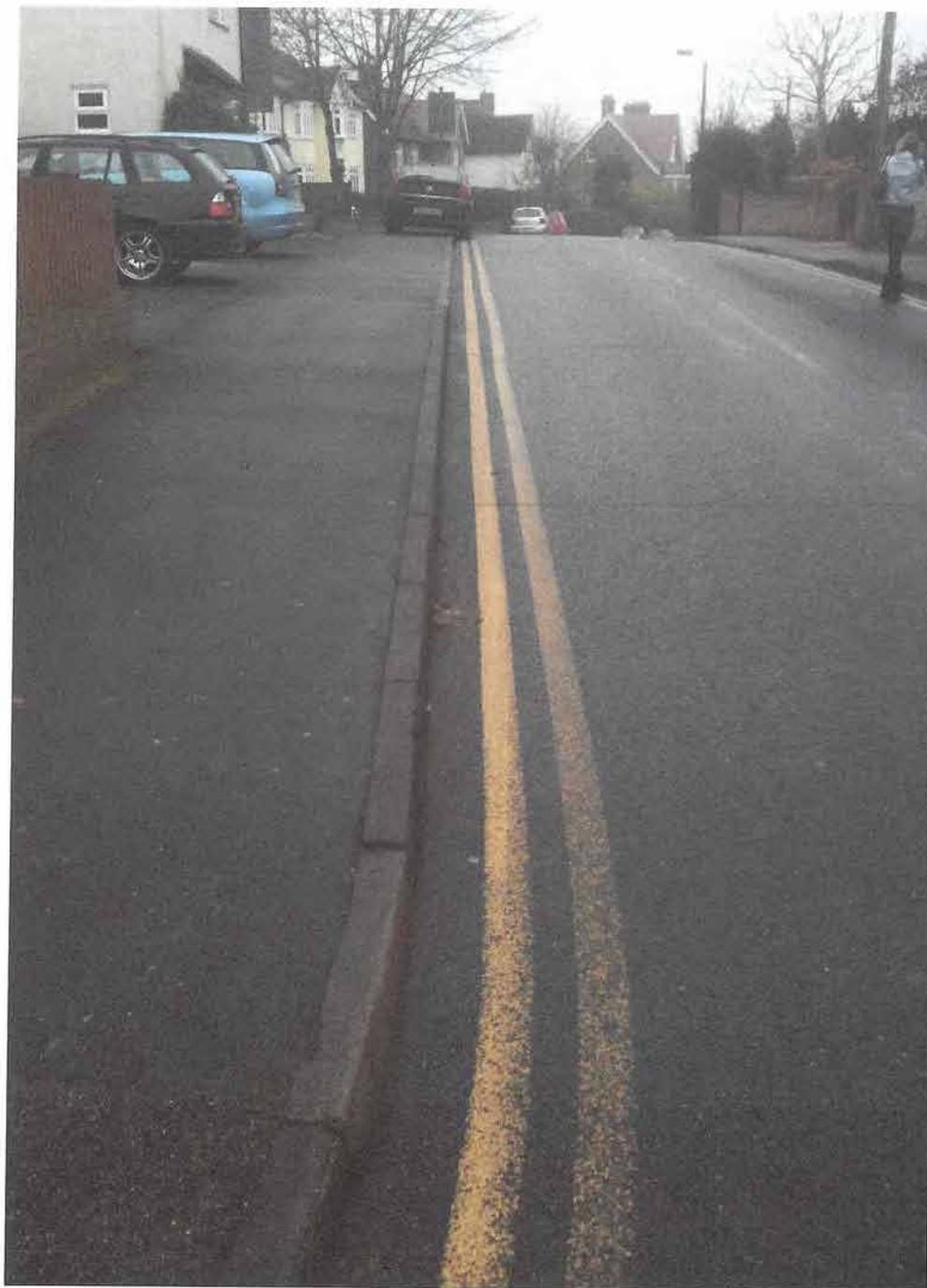


NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden



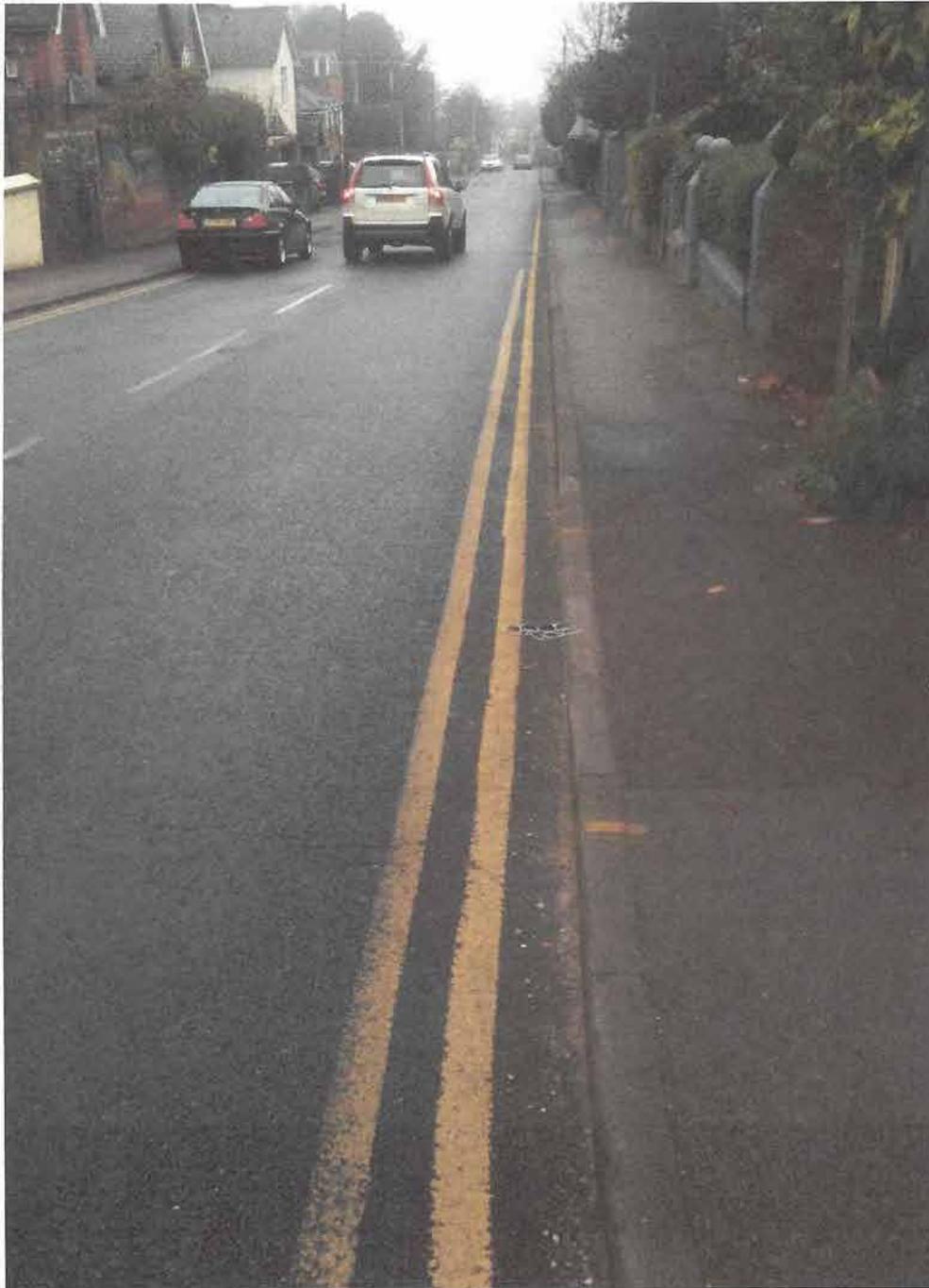
NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden



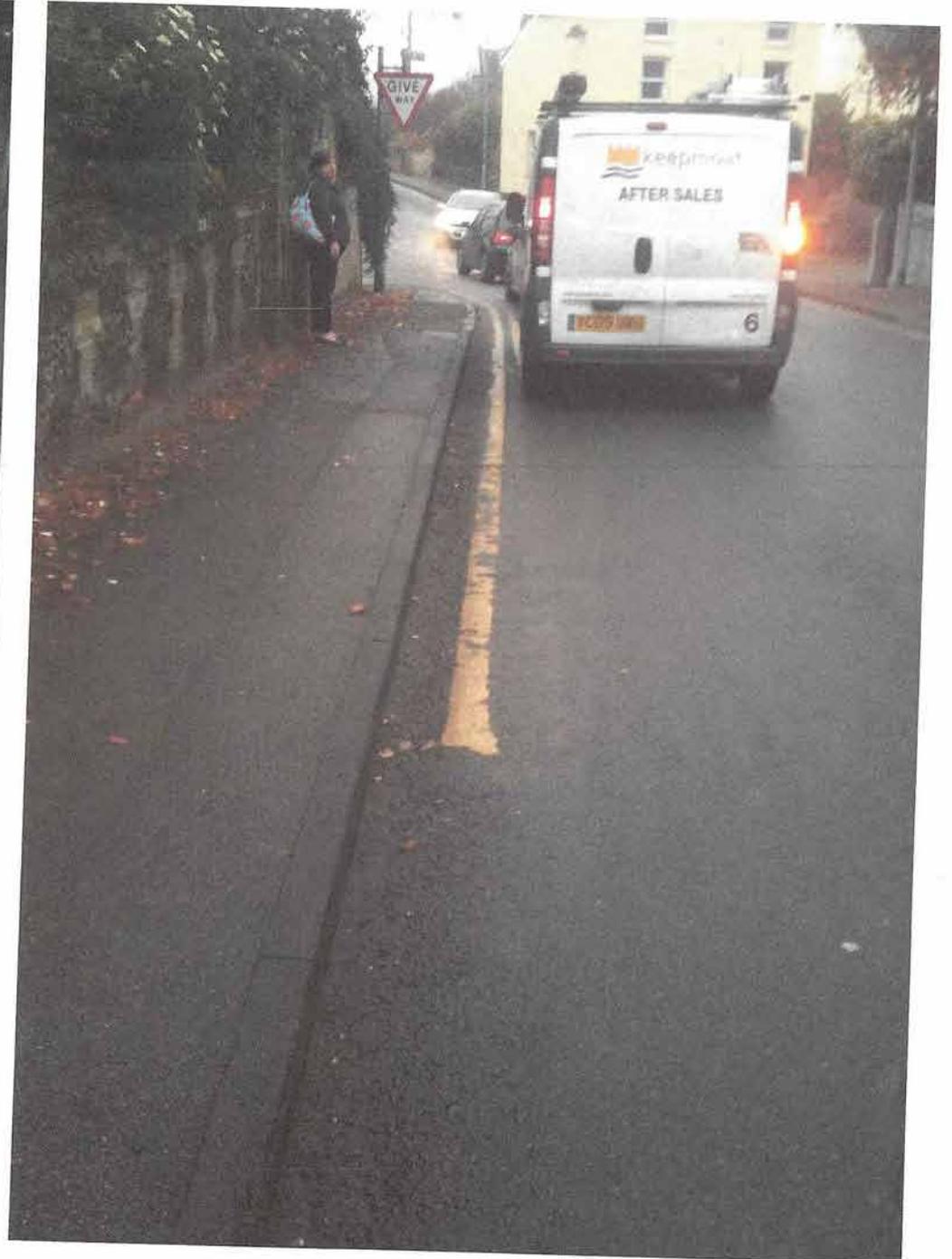
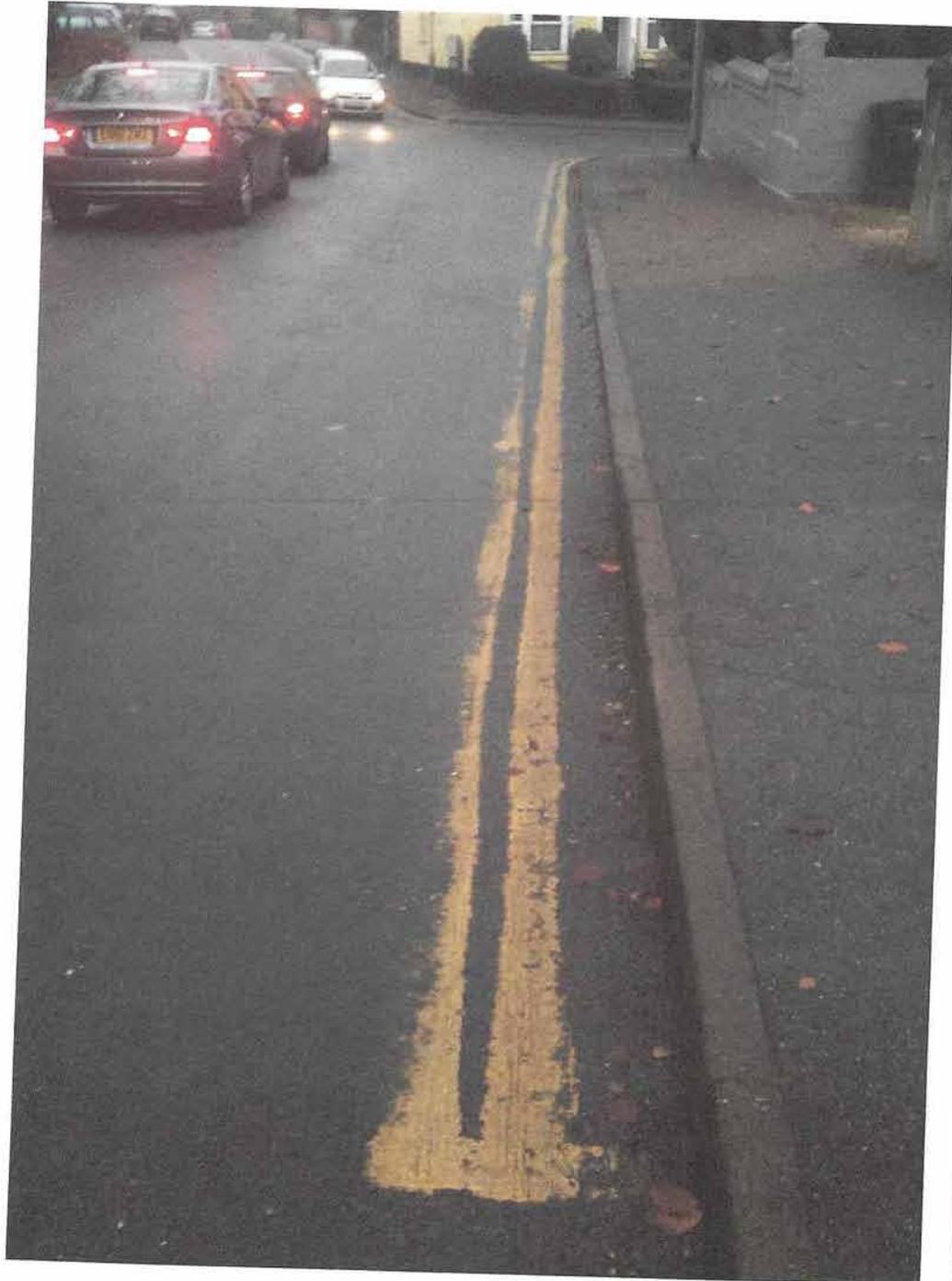


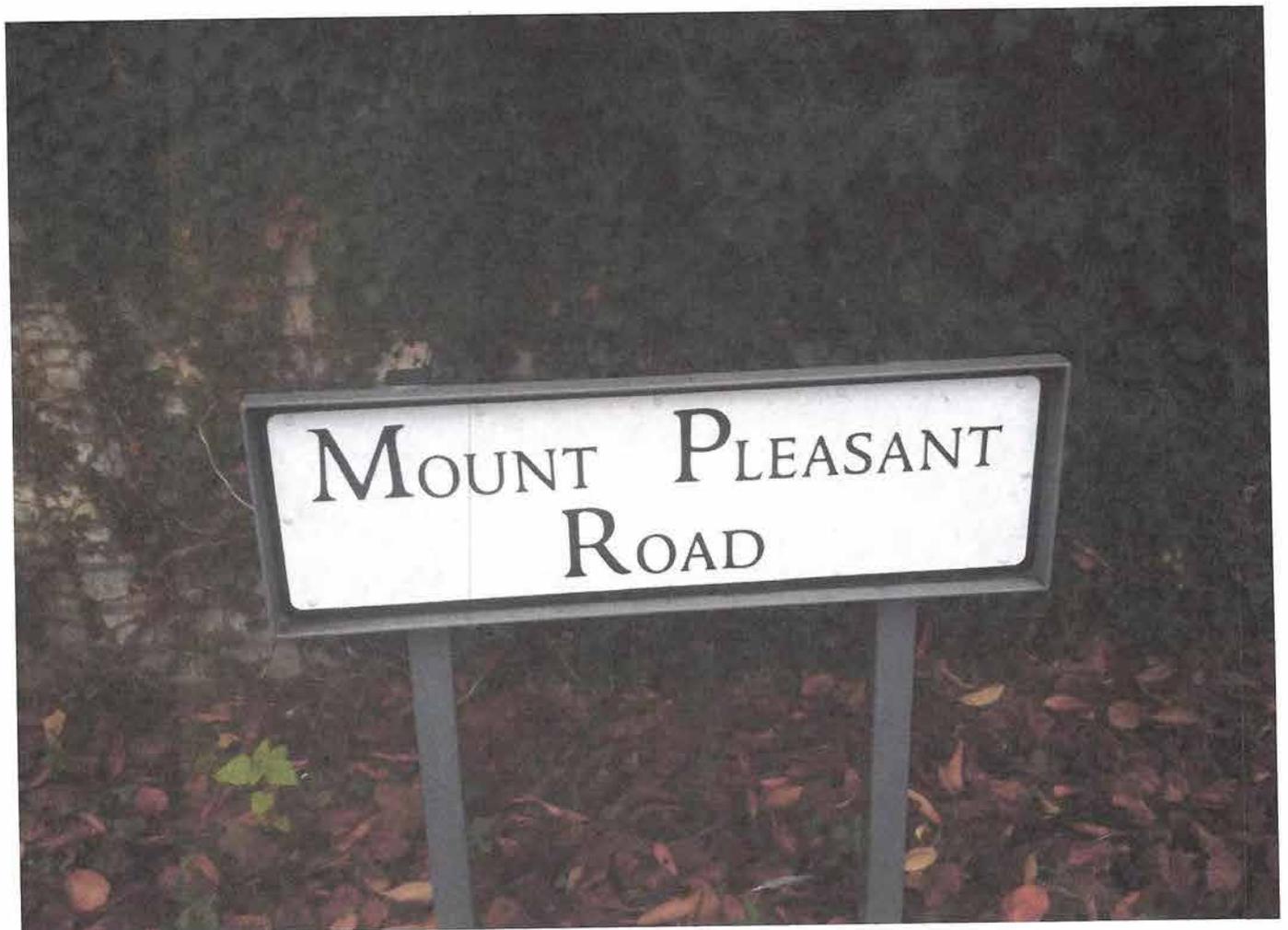
NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden

NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden



NEPP Officer's Investigation Report from site visit to Mount Pleasant Rd in Saffron Walden





7.3. Email exchanges with NEPP and UDC

141. WeAreResidents.org asked for all documents related to TRO-5523 under an FOI request. This appendix includes the total of all the email communication to support TRO-5523. The communication is between NEPP; and Andrew Taylor, Assistant Director of Planning; and Graham Wigley the Head of the Friends School; and a business owner and number of residents concerned about the temporary parking of construction vehicles during a nearby development on South Rd.
142. See following pages.

Email Exchanges – FOI Document Set (under FOI, February 2016)

Under the Freedom-of-Information Act WeAreResidents.org requested from NEPP copies of all documents in relation to TRO-5523 (restrictions to parking on Ashdon Rd, Borough Lane, Mount Pleasant Rd, Peaslands Rd). The following pages were part of the total document set returned from the FOI request.

The following pages include:

1. Various email exchanges with NEPP
 - From the Friends School, asking for the officer's site visit to consider road issues;
 - A request from Andrew Taylor, Assistant Director of Planning at UDC requesting parking restrictions;
 - Various emails with local residents and road users;

These documents were redacted by NEPP – any blanking of names was undertaken by NEPP before they released the documents under the FOI request.

Yellow highlighting has been added by WeAreResidents.org.

Red text has been added to provide clarity by WeAreResidents.org.

Email from UDC Head of Planning Andrew Taylor to NEPP requesting parking restrictions to be put in place (no supporting evidence provided)

Shane Taylor

From: Andrew Taylor <ataylor@uttlesford.gov.uk>
Sent: 06 June 2013 21:15
To: Shane Taylor; Chris.Stoneham@essex.gov.uk; Rissa Long Highway Liaison Officer
Cc: Andrew Taylor
Subject: Saffron Walden

Thanks very much for meeting earlier in the week. I found it very helpful and I hope you did as well.

I think the outcome is as follows:

Debden Road – Peaselands Road. To be led by Parking Partnership. Shane to prepare scheme and UDC will submit to Partnership as one of its schemes in the next round. Hoped likely installation spring/summer 2014. This would entail double yellow lines for much of the Borough Land to Friends School junction although M – F 8 – 6 limit where cars currently park close to Doctors. On Mount Pleseant/Peaselands generally M-F 8-6 restriction although in some places (opposite nursery and close to crossing points) double yellows will be required.

High Street. To be led by Parking Partnership in partnership with ECC. Shane to prepare scheme to remove parking bay for 4 cars and install double yellows. ECC to paint centre line to create 2 north bound traffic ques. ECC to also move back right turn stop line a car length to ease south bound travel – no change to traffic light wires required.

Ashdon Road. Parking Partnership to lead. Shane to prepare scheme to remove first parking bays on northern side as already parking to rear of properties. Create larger refuge points along the road.

Andrew Taylor MRTPI
Assistant Director Planning and Building Control

Council Offices
London Road
Saffron Walden
Essex
CB11 4ER
T 01799 510601
F 01799 510550
E ataylor@uttlesford.gov.uk

Shane Taylor

From: Shane Taylor
Sent: 18 September 2012 21:11
To:
Subject: Re: Technical Team

I do not believe that there is any further comment i can make in regards to this request and **it will be dealt with in the prescribed and agreed manner** as suggested in earlier correspondence.

If you feel that local residents are parking contrary to guidance in the highway code then you should contact Essex Police who will be able to assist you further in this matter if they feel that this is appropriate.

We will contact all interested parties when further information is available which relates to this particular request.

Local officers are more than aware of the site and reported issues.

Regards Shane Taylor
Technical Team Leader
North Essex Parking Partnership
Colchester Borough Council

On 18 Sep 2012, at 16:41,

wrote:

Dear Shane Taylor,

Our neighbours are prone to exaggeration where as I can point to actual proof that despite having off street parking they deliberately park directly opposite our entrance. This is after I have pointed out to them with the aid of the Highway Code that the first place that a motorist should not park is '*near a school entrance*'. Please look it up for yourself. They tell me, and I quote, " you can't enforce it so I'll park where I like!" They even park there although they have all suffered damage to their cars. How puerile is that?

You seem to be making assumptions about schools in general and then applying them to Friends' School which is a good trick as you have never visited our site which is all I am asking.

The staff, parents and visitors to the school are all accommodated on site. They do not have to park on the road. The contractors who built our new junior school were all accommodated on the school site. No contractor has had to park on the road unlike the development taking place on the corner of South Road. In fact we have bent over backwards to make life as comfortable as possible for all our neighbours. With parking restrictions for the protection and safety of all site users we would not be inconveniencing our neighbours in the slightest. The reason they complain is because it has Friends' School attached to it and they object on principal. Incidentally I would be interested to see the complaints that have been made against the school as you seem to be putting a good deal of faith in them but not making yourself conversant with the real situation here.

I would urge you to reconsider your decision to delay visiting our site.

On 18 September 2012 15:55, Shane Taylor <Shane.Taylor@colchester.gov.uk> wrote:

I can appreciate your comments however there are a number of schools in the Partnership area without restrictions and many more where restrictions are in place but are unenforceable due to a number of reasons.

Prior to the creation of the Parking Partnership school based restrictions were put in place on an advisory only basis and in fact there is one site in Saffron Walden itself where this is the case.

Unfortunately we do need to consider local residents in any proposals made and utilise accident statistics to install restrictions on the basis of the evidence available and not due to a perceived danger.

In a majority of cases school based parking issues appear to be caused by activities of the parents at the relevant times and in fact we have received residential complaints to reinforce this.

Restrictions will be considered at the appropriate time and instigated if deemed necessary as is the case with all requests received.

Kind regards

Shane Taylor

Technical Team Leader

North Essex Parking Partnership

Tel- 01206 282838

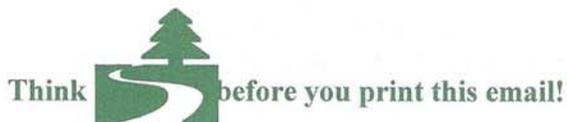
Fax- 01206 282716

Email- shane.taylor@colchester.gov.uk

Web- www.parkingpartnership.org

Colchester is the lead authority for the North Essex Parking Partnership....

bringing together the parking operations for Essex



From:
Sent: 18 September 2012 15:37
To: Shane Taylor
Subject: Re: FW: Technical Team

Dear Shane,

Thank you for your reply.

With the greatest respect I am not altogether concerned about what objections our neighbours have!

However, I am very concerned that contains getting on for 600 people at any one time, 400 of which are children, an emergency vehicle cannot enter the site from it's front entrance because there are absolutely no parking restrictions whatsoever in front of the school. Would you not think that very unusual. If you can find another school in Essex without parking restrictions at it's entrance then I will be mightily impressed.

In all the circumstances I would ask you to reconsider your stance and come to our site at the earliest opportunity to see if you feel it is worth the risk of waiting for an accident to happen when just standard no parking hatched lines out side our entrances would solve the problem.

On 18 September 2012 12:23, Shane Taylor <Shane.Taylor@colchester.gov.uk> wrote:

Dear

Thank you for your email.

We have received a request to investigate parking near to the school however it also appears that local residents would not be supportive of further restrictions.

In agreement with Uttlesford District Council, any pending work in this area has been deferred until nearby building works are completed as this will provide us with an opportunity to ascertain future parking provision in the area and any changes or additions which are deemed necessary and appropriate will be instigated at this time.

We will endeavour to contact all interested parties as soon as there is any further information available.

Kind regards

Shane Taylor

Technical Team Leader

North Essex Parking Partnership

Tel- 01206 282838

Fax- 01206 282716

Email- shane.taylor@colchester.gov.uk

Web- www.parkingpartnership.org

Colchester is the lead authority for the North Essex Parking Partnership....

bringing together the parking operations for Essex

Think  before you print this email!

From:
Sent: 10 September 2012 15:48
To: Parking
Subject: Technical Team

Dear Sir/Madam

For some time now we have had to endure people parking directly opposite the school entrances on Mount Pleasant Road. our Post code is

The people who park in this way are mostly our neighbours opposite despite me showing them the section in the highway code which says that you mustn't park near a school entrance!

We have had instances recently where delivery vehicles have not been able to turn into our driveway because of insufficient turning caused by the cars parked opposite the entrance. This vehicle could very well have been an emergency vehicle and as
at the school I would like to investigate the provision of hatched yellow lines like the ones that exist outside every other school in Saffron Walden, in particular Dame Bradbury's who suffered badly from parking related issues in the past along Ashdon Road.

Please give this matter your consideration. I am happy to meet you on site so that you can observe the issues with which I am dealing.

Thank you

Shane Taylor

From: Trevor Degville
Sent: 24 November 2011 11:28
To: Shane Taylor
Subject: FW: Mount Pleasant Road, S Walden
Attachments: 039.JPG

Shane

In case you have not seen the below

Thanks

Trevor

From: Peter Gray **On Behalf Of** Parking
Sent: 17 November 2011 11:27
To: Trevor Degville
Subject: FW: Mount Pleasant Road, S Walden

FYI

I cant make out if this really has anything to do with us but have a look please.

Peter

From: [REDACTED]
Sent: 17 November 2011 10:37
To: Parking
Subject: Fw: Mount Pleasant Road, S Walden

I attach a copy of a letter I have today sent to the *Walden Local* newspaper in response to their front page article on November 16th 2011 based substantially on a lot of assertions by the head teacher of the Friends' School that have no basis in evidence or facts.

I share the concerns of many about the traffic situation on this road during the morning peak rush hour and have myself contacted local councillors about the conflict between pedestrians and vehicles driving along the pavement. However, I strongly believe that the problem is restricted to a very short part of the day and is largely due to driver behaviour.

I would hope and expect that changes in the parking regime in the street will only be made on the basis of properly collected evidence and done after consultation with the many parties involved and not just one self-interested occupant of the road who themselves are a significant cause of the problem.

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

From: [REDACTED]
To: [REDACTED]
Sent: Thursday, November 17, 2011 9:05 AM
Subject: Mount Pleasant Road

I have given my name and postal address but would prefer these not to be published.

Mount Pleasant Road

[REDACTED], really needs to do more homework (article on front page November 16th): I live opposite the school [REDACTED]

1. Only one of the houses in the Mount Pleasant Road has been converted into (four) flats. The rest are occupied by ordinary families. We all have and use our off-street parking but, as most people do, have occasional visitors or deliveries from the street.
2. There is almost no parking in the street outside working weekdays and weekends when the Friends' School sports pitches are in use. I have included a photograph of the road opposite the school this morning (Thursday) at 8am to show this. The problems referred to in your article are really restricted to about 20 minutes in the morning rush hour when a combination of heavy traffic and the build-up of parking can cause bottlenecks. The rest of the time the road actually is 'pleasant'.
3. Most of the day time parking on the street is generated by the Friends' School, St. Thomas More around the corner in South Road and other workplaces such as the building sites in the surrounding area. I have even seen Waitrose staff park here for free and then walk down into town.
4. There is a big difference between having car parks and the staff, parents and visitors actually **using** them. There are usually several cars in the road that belong to [REDACTED] – easy to spot as they are sporting FSSW parking permits in the windscreens! The other day a catering supply delivery lorry for the school parked in the road rather than on school premises during the peak morning rush. The driver spent about half an hour unloading apparently oblivious to the chaos he was causing. And coaches for school trips are rarely parked on school premises, but again in the road (with the engine running). Other vehicles are, despite his claims, those of Friends' pupils' parents.

Mount Pleasant and Debden Roads do not belong to the Friends' School. We all have to share road space in this increasingly crowded town and [REDACTED] should perhaps look a little more at how the school can be a good neighbour rather than, without any basis in facts, lash out at us for the quite reasonable way we live in our own homes.

Peter Gray

From:

Sent: 24 November 2011 10:17

To: Parking

Subject: Problem Parking in Saffron Walden

Dear Sirs,

We are a [redacted] that uses Mount Pleasant Road in Saffron Walden on a regular basis to get access to "The Lord Butler Leisure Centre" but are constantly getting held up because of the cars parked from the start to end of Mount Pleasant with no breaks for us to pull in.

Two big vehicles can not pass safely on this road and as the road bends you can not see what is approaching till you have made the move. This has got worse since the new development site that is currently underway.

Most of the residents seem to have their own drives so I can only guess this must be workers parking here to avoid parking and paying in the town.

This is a busy road and I feel needs to be kept as clear as possible so am emailing in the hope that something can be done about it with either some double yellow lines on both side or if some parking has to be on this road then a designated area only so that large vehicles can pass.

It would be much appreciated if you could look into this for me.

Look forward to hearing from you in due course.

Regards

Shane Taylor

From: Shane Taylor
Sent: 08 March 2012 16:35
To: .
Subject: RE: Re parking in Peaslands Road, Saffron Walden

Dear

Thank you for your email.

Site visits have been conducted by officers based at Colchester and we have liaised with local officers who have made this decision.

Your points however will be noted.

Kind regards

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

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

Think  before you print this email!

From: [redacted]
Sent: 08 March 2012 16:09
To: Shane Taylor
Subject: Re: Re parking in Peaslands Road, Saffron Walden

Hi mr taylor

(Hanks for your prompt reply. The problem is here + now, deferring/burying one's head in the sand will not make it go away. In fact the problem will only get worse as the houses become occupied.

In my opinion it is only a matter of time until an accident/serious road rage incident occurs there as a result of this situation. By doing nothing you are forcing traffic to deviate through a densely populated housing estate, which is the only other option. (Of course you wouldn't be aware of that in Colchester + because the issue is not directly affecting you there is no doubt much less of a priority).

When I read about an otherwise avoidable accident/road rage incident in the local paper, I will forward them this email.

A disappointed,

who was trying to do his civic duty.
Sent from my BlackBerry smartphone from Virgin Media

From: "Shane Taylor" <Shane.Taylor@colchester.gov.uk>
Date: Thu, 8 Mar 2012 15:34:09 -0000
To: <[redacted]>

Subject: FW: Re parking in Peaslands Road, Saffron Walden

Dear

Thank you for your email to the North Essex Parking Partnership and the views contained within it.

We have had a previous complaint relating to the area and general parking habits at varying times of the day.

A report was written recently and submitted to Uttlesford District Council for their consideration against a number of requested Traffic Regulation Order requests.

Unfortunately the matter has been deferred for 12 months whilst nearby building works are completed and this will provide us with a clearer idea of the requirement of parking restrictions in the future, if deemed necessary and appropriate.

Kind regards

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

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bringing together the parking operations for Essex

Think  before you print this email!

From: [redacted]
Sent: 08 March 2012 13:02
To: Parking
Subject: Re parking in Peaslands Road, Saffron Walden

Dear Sir/Madam

I would like to complain about the on street parking on Peaslands Road, Saffron Walden. As you may be aware, Peaslands Road is a busy cross town road in Saffron Walden & has become very congested due to the parked cars which only allow one way traffic.

This problem has been compounded by the parking of vehicles outside the Friends School, (which is surprising given that the Friends have two car parks) & also all of the houses on the opposite side have driveways, yet they never seem to be used fully by the local residents.

Towards the middle of Peaslands Road there is a new housing development, which has attracted the inevitable vans, lorries, cars etc which are parked on the road all day long. The progress on traffic is hampered by the fact that there is a bend midway, so motorists can't see what is coming, thus causing lots of issues, stress & wasted time.

Given that it took me 10 minutes this morning at 11 O'clock to travel from one end to the other, I feel that it is time the Council acted accordingly, by either restricting the on street parking with permits for locals, yellow lines & ensuring that the building contractors park in the road leading to the development that is being built.

Shane Taylor

From: Shane Taylor
Sent: 20 March 2012 10:32
To:
Subject: FW: Parking South Road Saffron Walden

Dear

Thank you for your email to the North Essex Parking Partnership and the views contained within it.

We have had a previous complaint relating to the area and general parking habits at varying times of the day.

A report was written recently and submitted to Uttlesford District Council for their consideration against a number of requested Traffic Regulation Order requests.

Unfortunately the matter has been deferred for 12 months whilst nearby building works are completed and this will provide us and Uttlesford District Council with a clearer idea of the requirement of parking restrictions in the future, if deemed necessary and appropriate.

Kind regards

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

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bringing together the parking operations for Essex Think Pbefore you print this email!

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

From: [redacted]
Sent: 19 March 2012 08:39
To: Parking
Cc:
Subject: Parking South Road Saffron Walden

There are significant housing developments currently underway in Saffron Walden particularly in the north of the town.

Two main developments utilise access roads off South Road, one directly opposite our property. Although the increase in traffic and disturbance has not been great it is only recently that the weight of traffic, particularly large lorries, has become a concern.

The double yellow lines stop at the top of South Road (just before our property) and then continue as single yellow lines a few houses down.

As a result of this the contractors often park either side of our drive making exit / entry to our property difficult.

With two schools in South Road the weight of additional traffic is causing problems particularly during the morning and afternoon school run. It often difficult for parents and their children to use the pavement due to parking on the pavement by many of the contractors larger vehicles.

Last month our wall was knocked down by a lorry trying to enter the site opposite our property as it is difficult for these vehicles to manoeuvre without using our driveway.

We have two young children and it is a worry that the traffic and larger vehicles cause a danger whilst the parking on South Road remains as is.

With two schools in South Road I would have thought that addressing the parking controls would be a priority by a combination of extending the double yellow lines, only allowing parking during the school run or resident parking only.

I look forward to hearing from you before a more serious incident that a demolished wall takes place.

Thank you.



Saffron Walden, Essex

7.4. Extract from Traffic Management Act 2004

143. This appendix contains Annex E, Section E3, p142 of the Traffic Management Act 2004: DfT Operational Guidance to Local Authorities: Parking Policy and Enforcement. Section E3 outlines the only permissible reasons for TROs.
144. See following page.

ANNEX E

Appraising Traffic Regulation Orders (TROs) and Traffic Management Orders (TMOs)

- E.1** The foundation of an effective parking enforcement regime is lawful and up-to-date Traffic Regulation Orders (TROs). In London, these are called Traffic Management Orders (TMOs) and can be made for a slightly wider range of purposes. The Road Traffic Regulation Act 1984 gives local traffic authorities wide powers to make TROs or TMOs on the roads for which they are responsible. The Secretary of State has similar powers for trunk roads.
- E.2** This annex summarises the generally applicable requirements and procedures for making orders and the specific arrangements for review when adopting civil enforcement powers. This guidance is based on the current legislation as described in the footnotes.

Permanent TROs

- E.3** A TRO may only be made for the following purposes:¹⁹⁵
- avoiding danger to persons or traffic (including for anti-terrorist purposes);
 - preventing damage to the road or to buildings nearby (including for anti-terrorist purposes);
 - facilitating the passage of traffic;
 - preventing use by unsuitable traffic;
 - preserving the character of a road especially suitable for walking or horse riding;
 - preserving or improving amenities of the area through which the road runs; and
 - for any of the purposes specified in paragraphs (a) to (c) of the Environment Act 1995 (air quality).
- E.4** To meet one or more of the above, a TRO may prohibit, restrict or regulate the use of a road or any part of the width of a road by vehicular traffic of any class. It may have effect at all times or at specified periods or times. Specific classes of traffic may be excepted. A TRO can:¹⁹⁶
- require all or specified classes of vehicular traffic to proceed in a specified direction or prohibit it from so proceeding;

¹⁹⁵ Road Traffic Regulation Act 1984, section 1(1)

¹⁹⁶ Ibid, section 2

7.5. The full Statement of Reasons is included in the Appendix

145. This is the Statement of Reasons provided by the NEPP to support the TRO-5523 application. It is a templated response that provides no specific reasons for each location and contains no supporting evidence or justification for the changes.
146. See following pages.

The Essex County Council (Uttlesford District) (Permitted Parking and Special Parking Area)(Consolidation) (Amendment No.40) Order 20**

Statement of Reasons

Ashdon Road-Saffron Walden

The permanent order is required to keep the road free of parked vehicles at specified points, where it is considered that any parking is inappropriate and likely to severely impede the access of large vehicles, including those utilised by the emergency services. It will also encourage the free flow of traffic during peak hours.

Mount Pleasant Road-Friends School

The permanent order is required to enhance the lines of sight in the local street scene for vulnerable road users, children, pedestrians and drivers alike and to avoid danger to persons or other traffic using the road, preventing the likelihood of any such danger arising.

Borough Lane-Saffron Walden

The permanent order is required to keep the road free of parked vehicles at specified points, where it is considered that any parking is inappropriate and likely to severely impede the access of large vehicles, including those utilised by the emergency services. It will also encourage the free flow of traffic during peak hours.

Thaxted Road/Peaslands Road-Saffron Walden

Double yellow lines will improve the parking provision for local residents and their visitors and ensure that access and vision is un-obscured at key points, such as the junction. The provision of yellow lines will also reduce the probability of road traffic accidents.

Peaslands Road/Bromfield/Winstanley Road-Saffron Walden

Double yellow lines will improve the parking provision for local residents and their visitors and ensure that access and vision is un-obscured at key points, such as the junction. The provision of yellow lines will also reduce the probability of road traffic accidents.

Peaslands Road-Saffron Walden

The permanent order is required to keep the road free of parked vehicles at specified points, where it is considered that any parking is inappropriate and likely to severely impede the access of large vehicles, including those utilised by the emergency services. It will also encourage the free flow of traffic during peak hours.

Mount Pleasant Road-Saffron Walden

The permanent order is required to keep the road free of parked vehicles at specified points, where it is considered that any parking is inappropriate and likely to severely impede the access of large vehicles, including those utilised by the emergency services. It will also encourage the free flow of traffic during peak hours.

7.6. FOI email exchange between WeAreResidents.org and NEPP

147. WeAreResidents.org requested supporting documentation and basic process information a number of times and failed to secure answers. All documentation for TRO-5523 was finally requested under the FOI Act 2000. This information seemed incomplete so a subsequent FOI request was made. This had not been fulfilled, or even acknowledged apart from the automatic email, by the date of submitting this statement of objections.
148. Attached is the email exchange with NEPP that led to both FOI requests.
149. See following pages.

Dan Starr [Residents]

From: Dan Starr [Residents]
Sent: 13 February 2016 17:08
To: 'Shane Taylor'
Cc: 'Mike Fawcett'; 'Trevor Degville'; John Lodge (cllr.John.Lodge@essex.gov.uk); 'townclerk@saffronwalden.gov.uk'; 'cllrreeman@saffronwalden.gov.uk'; 'cllrpgadd@saffronwalden.gov.uk'
Subject: RE: FOI 160204024564

Dear Mr Shane Taylor,

Thank you for the documents that you provided under my FOI request. Unfortunately they seem short of what NEPP would be expected to have for it to progress any sort of proposal. In your response to the FOI request you indicate that "**All applicable documents available from the NEPP are contained within this response.**" If this is the case then it would seem the required documentation doesn't exist to support the public consultation, let alone the scheme, and so the consultation should be withdrawn.

I asked for 5 groups of items. Namely:

1. NEPP and Uttlesford District Council, including with its Councillors and Officers;
2. NEPP and Essex County Council, including the Highways Authority, including with its Councillors and Officers;
3. NEPP and Saffron Walden Town Council, including the approval that that you are required to gained from Saffron Walden Town Council under your adopted policies (Reference: Minute 27 of the NEPP Joint Committee 27 October 2015).
4. Minutes of any meetings at which the proposals were considered by NEPP, and any documents considered by NEPP in deciding to proceed with the proposals;
5. Any other documents in the possession of NEPP concerning the proposal.

You provided back:

- Several meeting agenda minutes from 2013. None directly relating to the current proposals under consultation, namely TRO-5523;
- An email chain that was not a formal request from UDC and did not contain the required information under your process - it was a complaint from the Friends School about some parking issues that you investigated and found not to be an issue - and some correspondence with Andrew Taylor;
- One short 830 word document highlighting a visit to the entrance to the Friends School to look at these parking issues, that concluded that there was not an issue and there were no safety concerns. The location is only 50m of the total 1.7km of roads in Saffron Walden from which you wish to remove parking (apparently based on this sole evidence);
- A map that only shows 1km of the 1.7km of highways for which the proposal refer, of which only 350m is highlighted as being of interest - this includes the 50m stretch indicated above, for which your officers report said there was no issue or likely support for any parkign restrictions;
- Some nice pictures of a few yellow lines and half a dozen parked cars of the same site that shows that no inappropriate parking is taking place.

This would seem to fall short of my request and certainly for removing 1.7km of on-street parking. There was no reference to Ashdon Rd either. And if as you say these are "all the documents" then it would seem that the NEPP has an invalid process. Your process seems to highlight that you require at least the following;

- A. Incoming requests from Review/Petition, ECC, NEPP (via enforcement), NEPP (update work), Public, Councillors, Localism
- B. Supporting evidence
- C. Application Form with weight of local support (at least 50% of area in favour) inc. for Reviews
- D. Approvals from the Saffron Walden Town Council
- E. Approvals from either the Saffron Walden ECC Division Councillor or Saffron Walden District Councillors

- F. Another Application Form with: Type of scheme, Timing, Funding fit/cost, Size of scheme
- G. Proposal scoring information
- H. A client officer review, and case file
- I. Funding details
- J. Outcomes and documentary evidence of all the formal review and approval gates in the process

All of this was missing from what you sent in response to me FOI request, even though it was asked for.

So either it would seem that:

- (a) It has been intentionally withheld, or
- (b) The process has not been completed properly.

I can't see any other reason, but I am happy to be corrected.

So just to make sure I have all the documents you have for this and the previous schemes that you have referenced in our email exchanges, under FOI I request, for TROs 10030, 10031 and this proposal TRO-5523, please provide **any documents and all communication** as requested in bullets 1-5 above. Also **any documents and all communication** relating to items A-H above as your process indicates that they should exist if the process has been properly conducted.

In addition:

- I. Full copies of the schemes 10030 and 10031 as presented to the NEPP TRO committee on 8 August 2013, including any related maps and supporting documents produced to the meeting or in NEPP's possession relating to the schemes presented, and prepared at or prior to that meeting or subsequently;
- II. Copies of the requests from UDC to NEPP relating to those schemes and supporting documents if any;
- III. Details of when the schemes changed and became the current proposed scheme, and any documents prepared at any stage and relating to them;
- IV. Copies of any correspondence between NEPP and UDC relating to schemes 10030 or 10031 or the currently proposed schemes. Again I have already asked for this and it has not been sent;
- V. The evidence held by NEPP, including any analyses or maps or other documents or assessments and which supported or in any way relate to the statements set out in the NEPP's Statement of Reasons supporting the proposed TRO;
- VI. Any evidence that NEPP has of local support or consultation, or confirmation that they there isn't any.

Where you are unable to provide items 1-5, A-H and I. - VI. , for each bullet, please indicate that documents do not exist for that item.

Thank you.

Regards
Dan Starr

From: Shane Taylor [mailto:Shane.Taylor@colchester.gov.uk]
Sent: 12 February 2016 07:11
To: danstarr [REDACTED]
Cc: Mike Fawcett; Trevor Degville; Shane Taylor
Subject: FOI 160204024564

Dear Mr Starr

Please see the attached documentation and comments below in an alternative colour for ease and convenience. The attached links below will contain the information required regarding the forwarding of sites in the Uttlesford District, chosen as priority schemes, for the boards' approval (August 2013) with subsequent validation in October 2013.

<https://www.parkingpartnership.org/policies/Nepp%20Agenda%20-%20meeting%208-August-13.pdf>

<https://www.parkingpartnership.org/policies/Nepp%20Agenda%20-%20meeting%20311013.pdf>

Kind regards

Shane Taylor
Technical Team Leader
North Essex Parking Partnership
Tel- 01206 282640
Email- shane.taylor@colchester.gov.uk
Web- www.parkingpartnership.org

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From: Mike Fawcett
Sent: 04 February 2016 13:30
To: TechTeam
Cc: John Lodge; [danstar](#) [REDACTED]; Trevor Degville
Subject: RE: TRO UDC-UDC (Amendment No. 40) Order 20/Saffron Walden

Dear Mr Starr

Thank you for your request which has been logged under reference **160204024564**.

For full details of the Freedom of Information Act, how a request is dealt with and related information please visit <http://www.ico.org.uk> .

Yours sincerely

Mike Fawcett
Information and Project Officer
Colchester Borough Council
Telephone: 01206 508793
Textphone users dial 18001 followed by the full number that you wish to call.
mike.fawcett@colchester.gov.uk
www.colchester.gov.uk/contact

From: Shane Taylor **On Behalf Of** TechTeam
Sent: 04 February 2016 12:20
To: Mike Fawcett
Cc: John Lodge; [danstar](#) [REDACTED]; Trevor Degville
Subject: RE: TRO UDC-UDC (Amendment No. 40) Order 20/Saffron Walden

Mike

Are you able to record this on the applicable system please and we will arrange for the reply and any relevant information to be sent within the stipulated time period.

Kind regards

Shane Taylor
Technical Team Leader

North Essex Parking Partnership

Tel- 01206 282640

Email- shane.taylor@colchester.gov.uk

Web- www.parkingpartnership.org

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From: Dan Starr [Residents]

Sent: 04 February 2016 10:37

To: TechTeam; Shane Taylor

Cc: Parking; John Lodge

Subject: RE: TRO UDC-UDC (Amendment No. 40) Order 20/Saffron Walden

Dear Mr Shane Taylor,

I'm disappointed that the North Essex Parking Partnership (NEPP) are unable to provide the supporting evidence for their Statement of Reason as requested, including the accident record and queue data for the proposed scheme.

Our residents' organisation will look for the supporting evidence ourselves.

To that end, under Freedom of Information Act I would like to request copies of all of the correspondence relating to the proposals, including but limited to those between:

1. NEPP and Uttlesford District Council, including with its Councillors and Officers; **attached above**
2. NEPP and Essex County Council, including the Highways Authority, including with its Councillors and Officers; **NEPP does not possess this as comments etc are gained via dialogue between the applicable partner authority member as part of its own local consultation process in the consideration process. An FOI will need to be made directly to Uttlesford District Council to ascertain this information if desired.**
3. NEPP and Saffron Walden Town Council, including the approval that that you are required to gained from Saffron Walden Town Council under your adopted policies (Reference: Minute 27 of the NEPP Joint Committee 27 October 2015). **This element appears to have caused confusion as the approval of the Town Council would be gained by the applicable partner authority at the consideration stage, before a request is forwarded as a priority scheme to be endorsed by our board. The Town Council is not part of the NEPP board and therefore has no formal power to approve parking scheme requests made. We are endeavouring to have this point made and clarified at the next applicable meeting.**

Also:

4. Minutes of any meetings at which the proposals were considered by NEPP, and any documents considered by NEPP in deciding to proceed with the proposals; **Links attached above**
5. Any other documents in the possession of NEPP concerning the proposal. **All applicable documents available from the NEPP are contained within this response.**

Given the ongoing Public Consultation for which the supporting evidence was not provided, I would ask that these documents are provided in reasonable time for a full and proper response to be provided to the Public Consultation.

Thank you.

Yours sincerely

Dan Starr

Chair, WeAreResidents.org

From: Dan Starr [Residents]
Sent: 01 February 2016 14:45
To: 'TechTeam'; 'Shane Taylor'
Cc: 'parking@colchester.gov.uk'; John Lodge (cllr.John.Lodge@essex.gov.uk); 'townclerk@saffronwalden.gov.uk'; 'cllrrfreeman@saffronwalden.gov.uk'; 'cllrrpgadd@saffronwalden.gov.uk'
Subject: RE: Starr-UDC proposal

Dear Mr Shane Taylor,

Thank you or the quick response, but I'm afraid that comes across as a fob off. My questions were perfectly legitimate and I'm sure shared by the Town Council.

It is unreasonable to undertake a Public Consultation on changes without furnishing those you wish to consult with the evidence of why you want to make the changes. Not to do so will be a failure to properly consult.

Your 'Statement of Reasons' fails to provide any evidence as to why you wish to remove 1.2km (80-100 car parking spaces) of on-street parking from Saffron Walden, when there is already a deficit of on-street parking. Your statement of reasons basically says "*We'd like to improve safety*" or "*we'd like to make traffic move for freely*". "Like" isn't enough to justify these types of changes.

I asked very simple and basic questions - In effect "*what is the accident record that shows these roads are unsafe as claimed?*" and "*What are the queue-lengths and wait times along the road and at places vehicles are regularly parked that show that wholesale parking should be removed as claimed?*"

That information is ***required*** before a valid Statement of Reasons could possibly be construction - otherwise it's no more than a made-up wish list - so you clearly have it. And that information is required to enable those you wish to consult with to determine if your Reasons are a legitimate use of their taxes - so a consultation is incomplete, invalid and would fail a scrutiny test unless it is presented to consultees.

By the way in response to the comment you made, I have received emails from a number of the schools who are concerned about these proposal and feel they have not been consulted. And you have not made it clear how you took into account the recent survey by the Town Council into the roads which has prioritised where the local road users would like to see taxpayers money spent.

Once again, please answer my perfectly reasonable questions. I have reattached them. I look forward to a quick response that will allow time for a proper response to the TRO consultation within its allotted period.

Regards
Dan Starr
Chair, WeAreResidents.org

From: Shane Taylor [<mailto:Shane.Taylor@colchester.gov.uk>]
Sent: 01 February 2016 14:09
To: [danstarr](#) [REDACTED]
Cc: Shane Taylor
Subject: Starr-UDC proposal

Dear Mr Starr

Thank you for your email, with the relevant questions/points being considered on the expiration of the advertising period with further contact being made once a decision has been made.

In regards to Points 1 & 2, these are elements which would be referred to the Local Highways Panel as they are not within the remit of our organisation which does not receive any direct funding from Essex County Council to facilitate changes such as these.

The school has been consulted with separately and we have received past complaints regarding pupil safety.

Kind regards

Shane Taylor
Technical Team Leader
North Essex Parking Partnership
Tel- 01206 282640
Email- shane.taylor@colchester.gov.uk
Web- www.parkingpartnership.org

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From: Dan Starr [Residents]
Sent: 28 January 2016 11:05
To: TechTeam; Shane Taylor
Cc: Parking; John Lodge; townclerk@saffronwalden.gov.uk; clrrfreeman@saffronwalden.gov.uk
Subject: RE: TRO UDC-UDC (Amendment No. 40) Order 20/Saffron Walden

Dear Mr Shane Taylor,

Thank you for your quick response and the detailed Statement of Reasons. This makes the reasons much clearer.

It does though lead to some important follow on questions as there are no references to supporting evidence. Given the spend of taxpayers money at the same time as ECC is increasing Council Tax, and the significant changes that are proposed, the reasons would clearly need to be backed by sound evidence and a watertight cases – otherwise the Statement of Reasons just reads like a ‘wish list’, which wouldn't seem really good enough.

I have reattached the Statement of Reasons for reference.

Specifically (and in the order of the ECC Statement of Reasons):

1. **Ashdon Road-Saffron Walden:** This road would benefit from an additional pull-in area to allow vehicles to park, but replacement parking would need to be provided as on-street parking is already a significant issue for residents. It is worth noting that in a recent planning application ECC admitted they had no solution to the parking issue. However that seems a moot point as the parking restrictions are planned for the side of the road where no-one parks and therefore will have no impact on access for large vehicles and emergency services as stated as there a never any vehicles parked there. ***Because of this what is the evidence to justify the cost, and why was an additional pull-in supported by incremental parking proposed?***
2. **Mount Pleasant Road-Friends School:** Accident reports from the last 15 years show no accidents outside the school. The road is long and straight, with only a slight curve, and houses are set back. Visibility lines are good and there are ample places to cross. Controlled/safe crossing is already provided - there is a zebra crossing just past the end of Mount Pleasant Rd at one end and a signalised junction with pedestrian crossings at the other. Additionally for Friend School access, they have 2 car parks that allow parents to drop off and pick up children off the road on their property. It is unclear what evidence there is to show that removing all parking from 8AM-6PM would do to improve safety as there doesn't seem to be a safety issue. ***Please can you provide the detailed evidence of the accident/incident history that led to the proposed solution; and if safety is a tangible issue ,why other things such as 20mph zones, chicanes and speed bumps were not considered or were discounted?***

3. **Thaxted Road/Peaslands Road-Saffron Walden:** This section of road is wide and straight and houses are set back and so there are visibility issues. The reason stated for the proposed changes are to provide better residents parking and improved sight lines. It is difficult to understand how removing all parking from 8AM-6PM would improve parking for residents and their visitors. Aside from the Thaxted Rd mini-roundabout and the Bromfield junction (both at either end of this portion of the road), there are no records of incidents on this stretch of road. ***What is the evidence to support that removing all daytime parking on the road itself would improve parking; what evidence is that there is an actual safety issue that these changes would improve in an appreciable way?***
4. **Peaslands Road/Bromfield/Winstanley Road-Saffron Walden:** Statistics from the DfT and University of Essex show that there were 2 severe and 4 slight incidents at the junction since 1995, which would seem to put it in the top 10 safety improvement locations in the town (unlike the other areas flagged as safety concerns in the TRO proposals). Therefore it does seem reasonable to place some restrictions in the immediate vicinity of the Winstanley Rd/Bromfield/Peaslands junction due to the sight lines out of Bromfield. ***Do you have more recent statistics that show a larger number of incidents or were you working off the same DfT/UoE data set? Also since there are other junctions with worse safety records, why has this one been prioritised above the others?***
5. **Peaslands Road-Saffron Walden:** Parked cars can slow traffic on this road at peak times, however the signalised junction at the Debden/Mount Pleasant Rd junction has the effect of metering traffic heading eastbound. This means that any waiting vehicles on Peaslands Rd are never held more than a traffic light cycle (which is clearly deemed acceptable as ECC installed the signals). Whilst the road would seem to benefit from an additional section of parking restrictions to allow a pull in 1/2 way down the road, removing all street parking between 8-6 seems draconian to say the least. ***What evidence do you have that the removing of all daytime parking will have a dramatic improvement over just removing a portion of parking, and how did you weigh this against the loss of parking amenity?***
6. **Mount Pleasant Road-Saffron Walden:** The stated rationale for additional permanent parking restrictions are the removal of inappropriate parking that is likely to severely impede the access of large vehicles, including the emergency services. ***What is the definition of 'inappropriate' parking; what is the evidence that shows that there is inappropriate parking today, and what is the evidence that shows that large vehicles and the emergency services are regularly impeded by it?***

It is also worth noting that the Saffron Walden Town Council undertook a large survey of the town and with road users at the end of 2015. This identified over 70 minor, real improvements to the town's road system, which have been prioritised by the public that use the roads themselves. Apart from an additional pulling in place on Peaslands Rd, none of the proposed changes in these TROs were identified as problem areas. The Town Council is paid for and councillors elected by the people of the town to look after their interests as they know it best. ***How were the Town Council's view and their survey and results considered as part of the evidence before these proposals were prepared?***

In addition to the Friends School, there are 2 primary schools in the immediate vicinity. Mount Pleasant and Peaslands Rd provide the only viable parking for parents to pick up and drop off due to parking restrictions on South and West Roads. Removing daytime parking will remove this important amenity at exactly the times-of-day it is needed. ***How were the schools' needs considered before the proposals were drawn up and how and when were the schools consulted?***

The consultation is short so I have copied in the Saffron Walden Essex County Councillor, the Saffron Walden Town Clerk, and Council Member chair responsible for the Town's Planning and Traffic Committee as I am sure they will have similar questions to my eight; so it is probably more efficient for you to also CC them in on the response. I look forward to a quick response that will allow time for a proper response to the TRO consultation within its allotted period.

Yours sincerely

Dan Starr
Chair, WeAreResidents.org

From: Shane Taylor [<mailto:Shane.Taylor@colchester.gov.uk>] **On Behalf Of** TechTeam
Sent: 28 January 2016 07:14
To: danstarr@colchester.gov.uk
Cc: Shane Taylor
Subject: Starr-SW scheme

Dear Mr Starr

Please see the attached statement of reasons. Full consultation documents are available for perusal and are available at the Uttlesford District Council offices in London Road, Saffron Walden.

Kinds regards

Shane Taylor
Technical Team Leader
North Essex Parking Partnership
Tel- 01206 282640
Email- shane.taylor@colchester.gov.uk
Web- www.parkingpartnership.org
Colchester is the lead authority for the North Essex Parking Partnership....
Bringing together the parking operations for Essex. Think before you print this email!

From: Emma Day **On Behalf Of** Parking
Sent: 27 January 2016 17:29
To: TechTeam
Subject: FW: TRO UDC-UDC (Amendment No. 40) Order 20

Please see below

Thanks

Emma

Parking Systems Team Leader
[Tel:01206 507860](tel:01206507860)

From: Dan Starr [Residents]
Sent: 27 January 2016 14:48
To: Parking
Subject: TRO UDC-UDC (Amendment No. 40) Order 20

Dear Richard Walker,

I have just received notification of your TRO consultation for Borough Lane, Mount Pleasant Rd, Peaslands Rd, Ashdon Rd and others in Saffron Walden. In it you were identified as the person to contact.

The consultation document seems incomplete. It seems to be missing the reason/rationale for the proposed changes. Was this on a cover letter or other enclosure that was not included? I only received through the door a

couple of printed, stapled pages (with lists of proposed changes) and a map. As you can appreciate without the context of the reasons it is for the change it is difficult to respond to the consultation in a meaningful manner.

Please can you forward the complete document pack including the reasons/objectives of the changes. Thank you.

Regards
Dan Starr

7.7. NEPP TRO Policy Review flow chart 2015

150. The NEPP TRO policy should follow this process. NEPP has been unable to provide the documentation to show that the production of TRO-5523 followed this process.

151. See following page.

Procedure flowchart for the introduction of TRO showing approval by Localism Panel or district Committee/Cabinet to support schedules going forward.

