

NORTH ESSEX PARKING PARTNERSHIP JOINT COMMITTEE FOR ON-STREET PARKING

10 August 2021 at 5.00pm

**Held in the Grand Jury Room, Town Hall, High Street
Colchester CO1 1PJ.**

Members Present:

Councillor Simon Crow (Colchester Borough Council)
Councillor Richard Freeman (Uttlesford District Council)
Councillor Alastair Gunn (Harlow District Council)
Councillor Sam Kane (Epping Forest District Council)
Councillor Sue Lissimore (Essex County Council)
Councillor Michael Talbot (Tendring District Council)

Councillor Richard van Dulken (Braintree District Council)*

*Councillor van Dulken attended as a non-executive, non-voting representative of Braintree District Council

Substitutions:

None.

Apologies:

None

Also Present:

Richard Walker (Parking Partnership)
Liz Burr (Essex County Council)
Rory Doyle (Colchester Borough Council)
Amelia Hoke (Epping Forest District Council)
Owen Howell (Colchester Borough Council)
Samir Pandya (Braintree District Council)
Ian Taylor (Tendring District Council)

99. Appointment of Chairman

Councillor Lissimore's nomination was proposed by Councillor Talbot and seconded by Councillor Freeman

RESOLVED that Councillor Lissimore was appointed Chairman, with four votes in favour and no votes against the appointment.

100. Appointment of Deputy Chairman

Councillor Kane's nomination was proposed by Councillor Talbot and seconded by Councillor Lissimore.

RESOLVED that Councillor Kane was appointed Deputy Chairman, with four votes in favour, no votes against, and one abstention.

101. Minutes

It was confirmed that there were no minutes to approve at this meeting.

102. Application T13419282; Approval of scheme details

[Councillor Kane joined the meeting at this point]

Mr Richard Risdon attended and, with the Chairman's permission, addressed the meeting, pursuant to Section 18.8 of the NEPP Joint Committee Agreement 2011.

Mr Risdon spoke to request that the Joint Committee approve the Parking Partnership to move forward with the process to institute a single yellow line parking restriction in Purlieu Way, Theydon Bois, drawing attention to a survey that he had conducted in 2019 which showed that 78% of residents supported a single yellow line, in force for one hour per day, and in line with the restrictions present in many surrounding streets. The Joint Committee were told that few local residents supported the alternative suggestion that a residents' parking scheme be pursued instead.

Mr Risdon argued that, whilst some commuters were returning to their previous travel habits, these working/parking patterns did not constitute the main problem in this street. Waste vehicles and other large vehicles had continued to experience difficulties in navigating bends where on-street parking occurred. Most properties in Purlieu Way were described as having off-street and driveway parking, and a drive-sharing scheme was in place.

The streets surrounding Purlieu Way were described as already having one-hour single yellow line restrictions already, and dissatisfaction was raised with the change in approach from the NEPP, with the previous approval given by the Joint Committee in 2019 to proceed with moving towards such a restriction in Purlieu Way not being followed, and officers this year indicating their views that such a

restriction would be inappropriate for adoption.

Mr Geoffrey Sanders attended and, with the Chairman's permission, addressed the meeting, pursuant to Section 18.8 of the NEPP Joint Committee Agreement 2011.

Mr Sanders spoke in support of the original application for a single yellow line restriction for Purlieu Way, with a one-hour operation per day, echoing earlier views given that a residents' parking scheme would not be popular with local residents. The view was given that residents should not be expected to pay for parking permits when the residents of neighbouring roads did not have to do so. Even should a permit price be imposed that was found to be reasonable by residents, it was argued that there would be nothing to prevent rises in the permit prices in future years.

Mr Sanders argued that the imposition of a one-hour single yellow line restriction would be far less costly to enforce and emphasised the local support for this option, then asking for clarification as to what would constitute 'sufficient objections' to this approach, in reference to 6.2 of the report on this item which stated that it was unlikely for a traffic regulation order to be imposed if sufficient objections were received.

Trevor Degville, Parking Technical Manager, spoke to address the points made by the two members of the public who had addressed the Joint Committee.

It was explained that the NEPP had encountered problems with the use of single yellow lines in that they were a prohibitive measure which would affect residents as well as non-residents, especially with greatly-increased numbers of people working from home, and that there were both positives and negatives in their use. Residents' parking schemes were being widely used across North Essex, although admittedly there were single yellow lines in operation in the area around Purlieu Way.

The Parking Technical Manager informed the Joint Committee that the NEPP had received seven objections to the installation of single yellow lines, even before such a potential scheme had been advertised by the NEPP. Richard Walker, NEPP Group Manager, further explained that the NEPP placed importance on the weight and severity of any objections raised, rather than in the number of objections received. When the Joint Committee approved Traffic Regulation Orders, it was giving the go-ahead for officers to start the process to investigate how best to implement the Orders, rather than prescribing specifically how these orders should be enacted. The Joint Committee had the right to approve or cancel any traffic regulation orders.

It was confirmed that the official consultation period had not yet been carried out following the original approval by the Joint Committee for this to go ahead, and the report noted why NEPP officers recommended that a residents' parking scheme be implemented in place of a single yellow line restriction. Consultation would be carried out on any scheme which the Joint Committee approved.

The Joint Committee discussed the use of single yellow lines in neighbouring roads. The Group Manager advised that the Joint Committee might wish to review the whole area's restrictions as to whether current uses of single yellow lines were still appropriate. The Group Manager emphasised that the main problem with single yellow lines with specific times of operation was that it made enforcement more difficult, as any enforcement would have to occur at those specific times, with the knock-on effect of making it harder to schedule other enforcement activities in other areas.

The Joint Committee sought further information, such as whether the restrictions would be in place at weekends, and at what time. It was explained that existing restrictions in the area were set at different times of day. Questions as to whether single yellow lines would be on both sides of the road, and whether timings could be different on different sides elicited the answer that yes, this was a possible option.

A Committee member queried whether further alternative types of schemes were available for use, or if there were 'pay as you go' options for use with residents' parking schemes.

Consultation options were discussed; the Group Manager informed members that informal consultation could be carried out on a range of options, but if approval is given for moving forward with a specific scheme, only that scheme could be officially consulted upon as part of the formal process. Such a formal consultation would seek to engage with all users of the road, not just residents.

At the Chairman's discretion, Mr Richard Risdon addressed the Joint Committee, to respond to members' comments. In his view, the scheme would not work if the hour of restrictions differed from one side of the road to the other, as most parking was only on the one side.

The Group Manager summarised the options for the Joint Committee; the Committee could approve moving forward with formal consultation on a single yellow line, or residents' parking, or it could direct that informal consultation is held on both options, or defer the decision to allow for more time to assess how commuter patterns change in the future.

Officers were asked as to whether there were any issues of residents on neighbouring roads parking on Purlieu Way. It was confirmed that this could form part of the consultation.

RESOLVED that the Joint Committee directs officers to design a single yellow line scheme for Purlieu Way and proceed to formal consultation (FIVE voted FOR, NONE voted AGAINST and there was a single abstention).

It was explained that consultations were generally held in Autumn/Winter, in preparation for any work to be done in the Spring, but that this consultation would be carried out earlier, if possible and bearing in mind the heavy workload of officers.

103. Consideration of Single Yellow Line Commuter Restrictions

Richard Walker, Group Manager, introduced the report and explained that he was seeking the Joint Committee's views on the general use of single yellow lines. It had been noticed that, during lockdowns, an increase in homeworking had led to a greater demand for on-street parking by residents. Single yellow lines were a restriction, unlike residents' parking schemes which were a permission-based system and were easier to run and enforce. The Joint Committee were asked to consider whether single yellow line restrictions were still suitable for commuter areas.

The Committee discussed the subject and members gave the view that no option for restrictions or parking control should be ruled out categorically, especially with changes in working habits leading to the potential for changes in parking needs and habits. The importance of effective enforcement was stressed.

RESOLVED that the option of single yellow lines as a parking restriction be maintained by the North Essex Parking Partnership.