

A

I am commenting on the recent notices that have gone up in Saffron Walden, in particular those appertaining to Ashdon Road. This road is a bottleneck due to parked cars on one side of the road. Ashdon road is one of only two roads that allow you to exit Saffron Walden to go to Cambridge/Bishops Stortford/motorway/station. The other road being Audley road. And there must be 90% of the population who want travel out of town need to use these routes.

B

Subject: Saffron walden parking

I am in favour of the parking restrictions however, I do not feel they go far enough.

These restrictions will push even more cars to little walden road and The Green.

I have noticed In recent years the growth in the amount of cars parking around Little Walden Rd/The Green. The same cars are parking here every day. As I work shifts, I often come home and have to search for a parking space not close to my address. Cars parking along the stretch of Little Walden Rd from Goddards Way to Catons Lane turn it into a one way street.

More double yellow lines and residents parking. These vehicles blocking our roads need to be pushed to swan meadow.

C

Further to my email of of 31 January expressing my broad general support for the proposal to restrict parking along Peaslands Rd, Mt Pleasant Rd, in Saffron Walden, I have been reading the comments of many parents regarding the difficulty of dropping off/picking up children from the nearby schools.

This may indeed be a real issue as there is limited parking nearby without having to use the local car parks, which would be expensive on a daily basis. I wonder if one solution might be to offer a special discounted parking season ticket, valid for all town car parks only Monday to Friday, for a period at pick-up/drop-off times.

This exact logistics would need to be worked out (price £50? duration 30 mins etc), it could be made available through the school and printed on a special card to make it easy for police/ traffic wardens to identify

E

I am writing regarding the parking proposals planned for Saffron Walden. May I mention that double yellow lines exist on the corner of Peal /Winstanley Road but they are constantly ignored. These schemes are ideal but need policing.

Whilst writing, can I draw your attention to the 'nasty blind' bend alongside Peal Road. Would it be possible to use some kind of restrictions in that area as turning right into Peal is rather dangerous due to speeding cars.

F

I was born in Saffron Walden in 1967 and have experienced the growth and change of the town. Street parking has always been an obstruction to traffic on the roads in question. Most of the houses have sufficient, daytime, off street parking spaces.

You will be aware that WeAreResidents.org are likely to put together a massive document objecting to the proposals, just as they did to object to the traffic lights. They now use the traffic lights in their defence that there is neither queuing traffic nor accidents at the Borough Lane/Debden Road junction. The chairman and treasurer of WeAreResidents live on that junction in Mount Pleasant Road. They'll use whatever they can to throw at you.

I appreciate these are Highways issues, but measures to prevent speeding could be considered although this is only likely to be by people who don't respect speed limits anyway. The junction with South Road could be thought about because it will be slightly more dangerous to turn into Peaslands/Mount Pleasant from South Road. Currently, parked cars in Mount Pleasant Road slow the flow of traffic at the South Road junction but it would become no more dangerous than the Winstanley Road junction.

Food for thought could be to make South Road one way northbound, with a flow westbound along Station Road, northbound on Debden Road and eastbound on Mount Pleasant Road. West Road and Victoria Avenue would need to be protected from becoming rat runs, but with a bit of thought they could easily be one way too. Both are part of square blocks (as in grid development) and easy to get around fairly quickly.

Anyway, removal of daytime parking on the proposed roads is an excellent plan.

Yours faithfully

G

It is imperative that the parking proposals for Mount Pleasant Road and Peaslands Road are implemented. Only last week there was considerable congestion in Mount Pleasant Road because two large articulated

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lorries travelling in opposing directions could not pass as one could not pull in because of parked cars. The situation was eventually remedied by much manoeuvring and one vehicle mounting the pavement.

The part time nature of the restrictions is eminently sensible. Some people do not realise that this route is the main thoroughfare across the town for HGV's. Because of difficulties such as I have mentioned I fear that some HGV's prefer the route through the town and that is in no ones best interest. Many people ask me why such restrictions were not put in place long ago.

H

We are not objecting to this new parking restriction. We wish to give our thanks and appreciation as we have over the last 24 years tried to get this restriction for Borough Lane. We would have preferred 'No Waiting at any Time'.

I

I am delighted that you are intending to put restrictions on parking in several Saffron Walden streets. Saffron Walden has a medieval street layout and can't cope with the current heavy usage of vehicles. At peak times it can take 45 minutes to travel 2 miles across town.

Each time there are temporary traffic lights, due to works in progress, the town gets gridlocked.

There are only 2 roads that go west and 2 roads east across the town, that's it!

All of these have to be one way. This causes pressure on the outer roads, which in the 31 years of living here is increasingly more difficult to move along because of the parked cars. The dodging in and out as a driver is inconvenient but more important unsafe. To cross the road is very dangerous for pedestrians along Peaslands road as you can't see waiting cars. It's an accident waiting to happen. We need traffic to flow more freely so I hope your proposals go ahead.

My comments.

1. Mount Pleasant road; Friends School must have a drive in drive out drop off for all parents on the school run. This already exists and they have the responsibility to improve parking onsite rather than cars parking opposite on the road, blocking the view for all users. Frequently drivers mount the kerb on the school side to allow cars from the traffic lights to negotiate the street eastwards. Do bring in no waiting here.

2. Parking before the South road turning on the left also gets built up each school drop off/pick up time by parents driving to St. Thomas More. Again I urge restriction. West road has few cut ins and currently cars park on the footpaths. This week 6 contractors vans were parked on the pavement, (this is illegal) and forced me to walk in the road. This is unacceptable and unsafe. One side only parking ought to be considered.

3. Peasland's road. Again at all times of the day cars park, this time on the right. A 100 m give way has to operate all the time. Usually there is the odd gap to go into but it is unsatisfactory. All houses in this stretch have drives and off street parking. I propose a residents only bay for 6 residents to reduce the on street parking. A 20 minute drop off point to allow parents taking children to the Bell nursery needs to be in place as there is no alternative. Near the South Rd entrance there should be a 30 minute max stay. Removal of cars along from the traffic lights to the leisure centre is urgently needed as currently no one ever has a free run along this road.

4. Ashdon road has greater problems as residents do not have drives on the left due to being Victorian terraces. However more and longer pull in areas need to be put in. Likewise Radwinter roads increasing parking means fewer pull ins.

5. Borough lane is not so urgent BUT UDC council workers park here all day as their own car park is overfull. All local residential streets have to take the cars of these daily workers. My own street Gibson Gardens, being one. If I park on the street it rarely takes more than 30 seconds to have my gap taken. People employed in the town ought to buy reduced weekly permits and use Swan Meadow Car Park. If this was done then short term shoppers could park on streets in their place. Its all day parking that annoys residents. The whole Gibson estate off the high street is used all the time. Many Gold Street residents park here and don't move their cars for days on end.

6. HGV vehicles travel through the town centre damaging historic buildings, few use the HGC black signed routes, this causes further problems.

7. UDC planning department must shoulder some blame. The constant house building in this town makes car parking so difficult. They ought not to permit houses to be built without 2 parking spaces. They must acknowledge a garage is not 1 space as no-one uses them for cars because the size is often too small instead everyone uses them for storage. Until planning changes this situation it makes on street parking worse, even on new developments.

The line of sight in these streets is often so poor its unsafe for all users. I hope your new proposals will go through and the NIMBY's think of others as well as themselves.

I am writing to you as a local resident about the proposed parking scheme on Peaslands Road, Mount Pleasant Road through Borough Lane (see here for details <https://www.dorsetcouncil.gov.uk/peaslands-road-proposals.asp>).

I have copied in the parking partnership who has published the proposed Parking Orders.

Please note that I fully support the effort to amend the parking rules, as the current situation makes it very difficult to use the road. I might have suggested staggered parking, to keep cars around to use as traffic calming but to allow cars to pass more easily. However, I am happy to support the existing scheme as it stands. In particular, I support the effort to allow the Friends' School to use their driveway properly and to eliminate any parking opposite their driveway.

If the scheme goes through, however, I am extremely concerned about the pedestrian crossing on Peaslands Road. My children and many other people's children walk to school on this road, using the crossing, and the lack of parking will mean that it is likely that cars will go much faster on Peaslands Road. The pedestrian crossing on that road is very difficult to see. There are no signs and the paint wears away very quickly. I myself had trouble seeing it when I first moved here, and I knew it was there.

If the parking scheme is approved (and even if it isn't), I believe it is Essex Highways that is responsible for ensuring that the pedestrian crossing is safe.

Therefore, could you, as the County representative for us at Essex, please look into whether we can make the pedestrian crossing more visible by adding signs, or using a traffic light to stop cars. Can we also look into the best way to ensure that cars stick to the speed limit. This can be done by enforcement (i.e. speed camera), traffic calming (i.e. physical infrastructure, or staggered designated parking) or by making the pedestrian crossing controlled by a traffic signal.

I am very concerned about this, as I have witnessed several near misses at that crossing, and that is when the traffic is calmed by parked cars. I have witnessed a child almost get hit by a lorry (within inches).

I have attached two photos:

- One is of the signage which states that there is a school in the vicinity, but is blocked by a street light (I have reported this separately as a highway problem number 2444740)
- The second photo is a shot of the pedestrian crossing where you can hardly tell it is there unless you are looking for it, and there is no sign warning of the crossing (From about the point a car should be slowing down in case pedestrians wish to cross). This is at dusk, just when it is most important for car drivers to see children when they cross the road.

K

As you will see, I am directly impacted by the proposed changes to the parking restrictions to Borough Lane, Mount Pleasant Road and Peaslands Road, Saffron Walden.

First, I would like to say that the traffic lights that have been introduced at the junction of Borough Lane, Mount Pleasant Road and Debden Road have been a success. They have decreased waiting by traffic along those roads, noticeably decreased pollution levels and halted dangerous parking.

On the proposed changes, I support them with only one reservation and suggestion. The parking along all of the roads to be the subject of the changes is extremely dangerous and ridiculously inconsiderate. Anything that you do to halt that parking is greatly appreciated.

However, I would ask that you consider a resident only parking scheme along Springhill Road, which is a through road and consequently sometimes difficult for traffic due to poor and increased parking along that road. I understand that the County High School allows children to drive to school and yet does not provide enough parking spaces for them. Consequently, those pupils park on Springhill Road each day. Also, I understand that many Council Employees and visitors often find it difficult to park in the Council Office car park on London Road. They then park along Springhill Road. The road is fairly narrow; you may be aware that it was a private road adopted by the Highways Department some time in the past. So, it is not really wide enough to park, and drive along safely when there is increased parking levels along the road.

I am concerned that there will be increased parking levels along Springhill Road as a consequence of the proposed changes. If that is the case, it will exacerbate an existing problem. But, I would ask that the problem be considered regardless of implementation of the proposed changes. In other words, and I understand that this has been considered in the past; please introduce a residents only parking scheme along Springhill Road, as soon as possible.

L

I've seen this on the We are Residents note and just thought I'd let you know that I am in thorough Agreement with the proposals especially the one on Borough Lane, Peaslands Road past the Friends School down to the Lord Butler Leisure Centre. There does not seem to be any need for people to park along these Roads as most if not all the houses have off road parking available to them.

Maybe the properties along Ashdon Road are slightly different as many are terraced with no off street parking so this is slightly different hence the need for night time Residents parking permits etc.

M

I am actually in favour of this proposal as the traffic along Peaslands Road is a nightmare especially with the installation of the traffic lights on the Peaslands Road/Borough Lane junction making it impossible to go up Peaslands Road up towards the Lord Butler Leisure Centre at peak times as cars are all parked on the left hand side of the road. Sometimes I have sat through 2

changes of lights without moving as it would not be safe to cross the road as I would be stuck in the way of traffic the other side.

I do agree though that more could be done for all school drop offs/pick ups in town as there is a lack of safe area for parents to leave cars on the school run. Could schools in Saffron Walden not be consulted to arrange drop off areas where children are accompanied safely from the car into school by an employed member of staff?

I would like to remain anonymous as I feel this has brought up too much controversy.

N

I write in support of the parking restrictions proposed for Saffron Walden. They are long overdue, and I welcome them wholeheartedly.

As a person with temporary partial deafness, who lives in one of the roads named in the proposals, I am directly affected by the inconsiderate parking which happens on week days. This problem seems to be getting worse as time goes on. As much as I dislike complaining about fellow women, the main culprits seem to be mothers doing the school run. My dog, crucial to my getting about, finds navigating the streets very difficult as these parents park on pavements, grass verges, junctions, corners and double yellow lines, justifying it by saying that they won't be there long. If I cannot see a clear view on either side of the road, I find it very difficult to know whether it is safe to cross the road or not, putting my dog and myself in danger.

When my husband and I go out in the car between 8-9am and 3-4pm on week days, it is nigh on impossible to travel the length of South Road, Mount Pleasant Road, or Peaslands Road, without having to weave in and out of parked cars.

At the time of writing this email, it is the school half term holidays, and the cars which usually fill the roads at school time have not appeared. My dog and I enjoyed a nice walk across town today. We crossed roads without difficulty, without getting nasty looks from poorly parked parents who evidently think pedestrians are an inconvenience, and that my dog should not be on the pavement when their children are coming out of school.

The ridiculous self entitlement of some of these drivers never ceases to amaze me. They will undoubtedly protest that they have nowhere safe to pick their children up from school, but there are plenty of car parks within a safe walking distance of the schools on South Road, and within the grounds of Friends School. Saffron Walden is a well connected town, which is easily traversed on foot and by public transport. If parents choose to use their vehicle to collect their child from school, they should understand that they have a responsibility to park safely for all pedestrians. It seems highly inevitable that one of the school children will come to harm as a result of irresponsible parking at some point, and so restricting parking seems the best way forward. The needs of all Saffron Walden's residents must come before half an hour of convenience near to the school gate.

O

I have read about the NEPP proposals to restrict parking in Mount Pleasant Road, Borough Lane and Peaslands Road, as reported in the Saffron Walden Reported and Walden Local –

I would like to put on record that I fully support the proposals as a long overdue measure to improve traffic flow on this major route through Saffron Walden

P

I write in support of these proposals, in particular the proposals affecting Mount Pleasant / Peaslands Road / Borough Lane Saffron Walden.

I live in Mandeville Road and my journey from home to work in Braintree each morning takes me out of Walden along these roads. The inevitable congestion between about 8:10 and 8:45 during term time is made much worse by the combination of parked cars and impatient drivers delivering schoolchildren to the many schools in the area; it can take 10-15 minutes to travel the 0.6 miles to the Thaxted road. I appreciate that I too am part of the traffic jam and do my best to avoid the busiest times, so now stagger my leaving times to avoid this but it's far from ideal.

Eliminating the one way working caused by parked cars will ease the flow significantly, especially out of town toward Lord Butler / Thaxted Road.

Although this is not proposed, as a resident I would also welcome extension of the proposed 8am-6pm waiting restrictions to Mandeville Road; almost all houses have off street parking so there is little need for street parking for residents, but there is some so I'd suggest a resident's parking scheme for Mandeville Road. The Highfield care home staff and other visitors seem to choose to use this road for parking instead of the care home's own carpark. The parked cars make access to properties' driveways more difficult and access for larger vehicles e.g. bin lorries and delivery vehicles is much more difficult.

C

Thank you for bringing to my attention the change in parking restrictions near to my house in Peaslands Rd.

I do not object to these changes, however, I would like to know what provisions you have made for people without off road parking as there seems to be no bays for permit holders.

Also with the removal of parked vehicles along a long stretch of road, what traffic calming measures are you putting in place to stop it becoming even more of a race track.

With 3 schools within a short distance surely the speed limit should be changes to 20mph.

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NORTH ESSEX PARKING PARTNERSHIP CONSULTATION

THE ESSEX COUNTY COUNCIL (UTTLESFORD DISTRICT) (PERMITTED PARKING AREA AND SPECIAL PARKING AREA) (CONSOLIDATION) (AMENDMENT NO.40) ORDER 20

Further Response on behalf of Saffron Walden Town Council

Introduction

1. This submission is made by Saffron Walden Town Council in response to the NEPP consultation on the draft Order.
2. Saffron Walden Town Council has separately submitted a statement of objections setting out certain of the procedural rules which NEPP has not followed in relation to the proposals. This response sets out substantive grounds for objecting to the proposals because in the view of the Council the disadvantages of the proposals clearly outweigh any potential advantage. Please read the responses together.
3. We should also reiterate our concern that the Council has never been consulted on these proposals previously, and is opposed to them.
4. As you may be aware, the Council has recently conducted a survey of Saffron Walden residents asking what improvements they would like to see to the road network locally, and it is clear that the Order does not accord with the wishes of local residents – and indeed is directly opposed to them, as we set out below.
5. The Council objects very strongly to the proposals contained in the draft Order for the reasons set out below.

Summary

6. In summary:
 - a. As far as we are aware, there has been no involvement of any local residents in the Order or any of the proposals contained within it; there has been no consultation with local residents or with Saffron Walden Town Council in relation to the proposals, and previous proposals for parts of the schemes proposed in the Order have been strongly objected to by local residents;
 - b. NEPP policies at all relevant times, whether in 2013 (which we understand was the first occasion on which proposals for some of the affected roads were first suggested) or 2015, clearly required that schemes should have the support of a majority of local residents / interested parties. None of these schemes has been discussed with local residents / interested parties, let alone approved by them;
 - c. The Council is not aware that there is any justification for the Order. The proposed benefits of the proposals appear to be tenuous, and to ignore the nature of the affected roads and of traffic in Saffron Walden. One can only guess at the justification:

- i. Is the aim to reduce vehicle delays? There is no justification for this;
 - ii. Is it to improve safety? Again, there is no justification, nor are there any previous accident statistics, and increasing traffic speeds along residential roads will make them more dangerous and not less. There is no indication that any analysis has been performed;
- d. The proposals are clearly unsustainable in transport terms in that they will make the affected roads even less pleasant for pedestrians, and appear to be designed purely to benefit motorists at the expense of other users;
- e. The proposals are directly contrary to the results of the recent consultation conducted by the Council in relation to the priorities of residents for traffic measures in Saffron Walden. There is widespread concern about fast moving (by which we mean up to 30mph) traffic, and the effect that this has on pedestrians – and the scheme proposals are designed to achieve exactly the results that local residents have said that they do not want. There was not even support for these kind of proposals from car users, who did not favour removing parking to increase traffic flows ;
- f. The proposals will remove large amounts of parking, adversely affecting local residents, local schools and parents, and people who drive to Saffron Walden to work or to shop. Parking is in extremely short supply already, and this will clearly make the existing situation worse. No alternative parking – and indeed no mitigation measures at all - are proposed. The scheme reasons even claim that installing double yellow lines will improve parking provision for local residents;
- g. Recent NEPP schemes in Saffron Walden, such as the removal of parking on Debden Road or on stretches of the High Street, demonstrate these concerns are entirely justified; as parking is removed, roads become less pedestrian-friendly;
- h. These concerns are heightened on the particular roads affected. Ashdon Road has a primary school; Peaslands Road has a large pre-school, and the entire Peaslands Road / Borough Lane is close to two primary schools on South Road and is a principal route for many children attending the Saffron Walden County High School. The proposals will directly reduce the safety of a large number of vulnerable road users;
- i. The proposed Order appears to be directly opposed to that part of the ECC Transport Strategy to increase sustainable travel, and is therefore in breach of the requirements of the Transport Management Act 2004;
- j. It is impossible to discover what the justification for these schemes is. We have searched both the NEPP and the UDC websites, and can find no justification for the proposals. The UDC LHP appears not to have considered the proposals – certainly we can find no reference in the minutes, and we are not aware that there is any other appropriate body at UDC. Neither have we been able to find any evidence put forward for the proposals or any justification for them. We have been copied in to the Freedom of Information request for such information, and have seen the response from NEPP that no such information appears to exist.

The disadvantages of the scheme greatly outweigh any advantages

- 7. As has been said in the summary above, it is impossible to understand from the publicly available documentation what the justification for the proposed Order is.

8. The stated reasons for the Order in the NEEP document "Statement of Reasons" seem totally inappropriate when considered against the actual situations on these roads. In the recent Council survey, the biggest issue raised was the danger to pedestrians through inadequate road crossings, inadequate pavements and fast moving traffic. Many survey respondents were principal users of the Ashdon Road, and the danger of the road through fast-moving traffic and lack of road crossings was repeatedly high-lighted – parked cars was definitely not. Parked cars help to moderate traffic flows and speeds, as well as directly protecting pedestrians from moving traffic. The lack of crossings on most of the affected roads also means that pedestrians generally have to brave 2 lines of fast moving traffic where there are no parked cars; parked cars reduce the exposed road width to be crossed to one lane and create natural breaks in the traffic as cars wait for each other – we believe that there can be no doubt that removing parking would make Ashdon Road less safe. Indeed the Council is in the process of preparing a submission to the LHP for the next round of funding, which will include a request for a zebra crossing on Ashdon Road.
9. Removing parking would also reduce the perception of safety, by allowing vehicles to travel faster and bringing them closer to pedestrians, which will reduce the desire for people to travel on foot. The Order would therefore be expected to have a negative effect on sustainable travel modes using the Ashdon Road. In policy terms, the relevant highway bodies should be seeking the exactly opposite result, ie to increase sustainable travel modes by making sustainable travel more attractive.
10. Exactly the same comments apply to the other roads proposed to be affected. All would become less safe if the changes were to be made.
11. The situation is exacerbated by the presence of primary and pre-schools, and the use of the Peaslands Road / Borough Lane corridor as a major corridor for children attending Saffron Walden County High School. Large numbers of children and other vulnerable road-users use these roads. We understand that, for example, some 40-60 small children, generally in buggies, are dropped off at or collected from the Bell Nursery on Peaslands Road, with the parents either walking them there or parking as close as possible and then walking. Removal of parking would mean parents having to park further away whilst increasing traffic flows and speeds would make walking more dangerous.
12. The Statement of Reasons cites an advantage from the Order in increasing lines of sight for vulnerable users, but we do not believe that that is a problem – the principal issue is having to cross a road with fast-moving traffic and very limited crossing points. Increasing traffic flows and speeds would make the road less safe and not more.
13. On Thaxted Road / Peaslands Road and Peaslands Road / Bromfield, the Statement of Reasons claims that having double-yellow lines "*will improve the parking provision for local residents and their visitors*". We do not see that this can be true – the proposal is to introduce "No Waiting at any time" restrictions on these roads". We don't see how the proposal could possibly improve parking provision for anyone by abolishing it. We would be interested to see the claimed justification for this part of the Statement of Reasons.
14. On Borough Lane, it is claimed that the Order is necessary to remove parking where it is inappropriate – no explanation is given as to when parking may or may not be appropriate, and this does not seem to be a valid reason in Highways terms. The Statement of Reasons also claims that the Order is necessary to stop parking which is likely to severely impede the free flow of large vehicles including emergency vehicles. Short of removing parking from every single

- road, which would increase large vehicle flow, this is simply unnecessary – the road is plenty wide enough for emergency vehicles to pass – and indeed at the harvest season, for large tractors and trailers to pass – despite the existing parking.
15. Similar claims are made for the other roads, and again we can see no justification for, and certainly no proportionate response in, turning residential roads with plentiful pedestrian traffic into fast moving urban clearways to avoid cars being delayed for limited periods of time during peak hours.
 16. The Order and the Statement of Reasons give absolutely no suggestion as to what should happen to the displaced parking, and it is hard to see where it can go as almost all roads in Saffron Walden are heavily affected by parking. There are a number of issues:
 - a. A large number of affected houses do not have their own off-street parking, and therefore have nowhere else to park. No suggestion is made as to where these people should park, as almost all side roads are already heavily congested. The affected houses include residents who are old or otherwise vulnerable, who would potentially now be forced to walk significant distances past fast moving traffic to reach their cars;
 - b. There is an economic issue. The centre of Saffron Walden is heavily congested, and very hard to park in. Visitors and workers in Saffron Walden park on these roads. We understand that that some potential visitors avoid Saffron Walden because of the congestion; making it even harder for them to park will make the situation worse and therefore come at an economic cost to the town. As a Town Council, we obviously take this very seriously. We are also aware that many low paid jobs in Saffron Walden are filled by workers who cannot afford to live in Saffron Walden, or to pay significant car-parking fees. These workers are therefore reliant on free car-parking which is reasonably accessible to where they work. The removal of this car-parking will directly affect them.

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. Give 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 are 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 signalled 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. 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 signalled 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.

Dear Sirs

I write on behalf of Saffron Walden Town Council and please accept this email as the formal response from the Town Council regarding proposed Orders and changes to parking provision with Saffron Walden – details as per the email received from Mr Shane Taylor at NEPP dated 25th January 2016 and with reference to Permitted Parking Area and Special Parking Area (consolidation) (Amendment No 40) Order 20**

This matter was considered at the Town Council's Planning and Road Traffic Committee meeting on 4th February 2016 and is recorded under our Minute Reference 534 of that meeting. The Town Council's response is as follows:

Saffron Walden Town Council strongly objects to the proposals on the following grounds:

1. That the schemes claim to address safety and road traffic flow measures and yet no evidence is provided in support of this case
2. That NEPP has failed to follow its own process and has failed to carry out any consultation with the Town Council or District Councillor which is contrary to the policy as adopted in October 2015 being *"those putting forward schemes are required to get the approval of the Town or Parish Council and District or County Councillor"* (extract from NEPP Joint Committee meeting October 2015). The process is therefore flawed and contrary to the resolution as quoted above at the October 2015 meeting
3. The process has been further flawed in NEPP's inability to respond to simplistic questions and queries submitted by the Town Council in relation to these proposed TROs. A simple request has been submitted requesting dates of when these proposals had been discussed with or made known to the Town Council and this information is not forthcoming. It is noted that discussions about these proposals were initiated in 2013 but no evidence is supplied to support this. If discussions had however started in 2013 and before the resolution of October 2015, this should still have included the need for specific consultation with the Town Council as the TRO was outstanding as of October 2015 and therefore NEPP are obliged to revisit outstanding proposals to ensure compliance with the new process.
4. The proposals make no reference or give regard to any future development in or around Saffron Walden. Whilst it is noted that this is a consultation about current parking regimes, it is naïve to continue with the proposal at this current time given the lack of an up to date Local Plan. It is likely that additional housing will be built in and around Saffron Walden and these proposed traffic orders do nothing to future-proof traffic flow or to take account of an increase in traffic from any new developments arising.
5. Saffron Walden Town Council is undertaking a huge project which seeks to recognise, address and remedy parking and vehicular movement in and around the town. This is a large piece of work and a draft copy of this has already been shared with representatives from UDC and NEPP. The proposals from the Town Council seek to address parking on a global wider scale with each scheme having reference to another. The proposed TROs adopt a piece-meal approach and will only seek to move parking problems from one area to another; there is no consideration given to the impact of these proposals on outer lying areas.

For all of the above reasons, the Town Council therefore requests that these proposals are withdrawn given the lack of consultation and compliance with the NEPP process and that the proposals are simply inappropriate and do not address parking or traffic movements in and around town, they simply seek to move the problem to another area.

At such time that the Town Council's parking proposals are complete, we will happily furnish NEPP with a copy of this and this can perhaps be used as the basis of a review covering parking and transport for Saffron Walden.

On behalf of the Town Council, I will also be submitting formal complaints to NEPP, UDC and ECC regarding this matter and the lack of consultation and compliance with procedures.

Thank you and please confirm receipt of this email.

NEPP Consultation re

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

Response by [REDACTED] Saffron Walden Town Council for

Introduction

1. This submission is made by [REDACTED] in response to the NEPP consultation on the draft Order.
2. I am aware that Saffron Walden Town Council has separately submitted its own statement of objections to the proposals. I am however making this response in my own right. Parts of the roads which would be affected by the proposed Order are within my ward, but my objections stretch much further than that.
3. I have recently also lead a survey of Saffron Walden residents asking what improvements they would like to see to the road network locally, and it is clear that the Order does not accord with the wishes of local residents – and indeed is directly opposed to them, as I set out below.
4. Finally, I have lived in Saffron Walden and have seen the roads become increasingly unfriendly to pedestrians, and other users of sustainable transport methods, as parking has been removed, car speeds have been increased and pedestrians have become increasingly exposed to fast-moving traffic.
5. I object very strongly to the proposals contained in the draft Order for the reasons set out below.

Summary

6. In summary:
 - a. As far as I am aware, there has been no involvement of any local residents in the Order or any of the proposals contained within it; there has been no consultation with local residents or with Saffron Walden Town Council in relation to the proposals, and previous proposals for parts of the schemes proposed in the Order have been strongly objected to by local residents;
 - b. NEPP policies at all relevant times, whether in 2013 (which I understand was the first occasion on which proposals for some of the affected roads were first suggested) or 2015, clearly required that schemes should have the support of a majority of local residents / interested parties. None of these schemes has been discussed with local residents / interested parties, let alone approved by them;
 - c. I am not aware that there is any justification for the Order. The proposed benefits of the proposals appear to me to be almost entirely spurious, and completely ignore the nature of the affected roads and of traffic in Saffron Walden. One can only guess at the justification:
 - i. Is the aim to reduce vehicle delays? There is no justification for this;
 - ii. Is it to improve safety? Again, there is no justification, nor are there any previous accident statistics, and increasing traffic speeds along residential roads will make them more dangerous and not less. There is no indication that any analysis has been performed;

- iii. Is it part of a wider strategy? I understand that the principal purpose of the proposed Order is to allow extra development to the south-east of Saffron Walden, in a form of pre-determination of the draft Local Plan. I believe that if true, this would be an improper purpose;
- d. The proposals are clearly unsustainable in transport terms in that they will make the affected roads even less pleasant for pedestrians, and appear to be designed purely to benefit motorists at the expense of other users;
- e. The proposals are also directly contrary to the results of the recent consultation conducted by Saffron Walden Town Council in relation to the priorities of residents for traffic measures in Saffron Walden. There is widespread concern about fast moving (by which we mean up to 30mph) traffic, and the effect that this has on pedestrians – and the scheme proposals are designed to achieve exactly the results that local residents have said that they do not want. There was not even support for these kind of proposals from car users, who did not favour removing parking to increase traffic flows ;
- f. The proposals will remove large amounts of parking, adversely affecting local residents, local schools and parents, and people who drive to Saffron Walden to work or to shop. Parking is in extremely short supply already, and this will clearly make the existing situation worse. No alternative parking – and indeed no mitigation measures at all - are proposed. The scheme reasons even claim that installing double yellow lines will improve parking provision for local residents!
- g. Recent NEPP schemes in Saffron Walden, such as the removal of parking on Debden Road or on stretches of the High Street, demonstrate these concerns are entirely justified. They are not conjecture, but unfortunately borne out by the evidence. Every time that parking is restricted on Debden Road it becomes more unpleasant to walk along, and more dangerous for pedestrians, and residents without their own parking are forced to look further afield for their parking. Some of the parking on Borough Lane and Mount Pleasant Road is as a direct result of the extension of double yellow lines on Debden Road. The lower end of the High Street is undoubtedly now a less pleasant place to walk down since parking was removed;
- h. These concerns are heightened on the particular roads affected. Ashdon Road has a primary school; Peaslands Road has a large pre-school, and the entire Peaslands Road / Borough Lane is close to two primary schools on South Road and is a principal route for many children attending the Saffron Walden County High School. The proposals will directly reduce the safety of a large number of vulnerable road users;
- i. The proposed Order appears to be directly opposed to that part of the ECC Transport Strategy to increase sustainable travel, and is therefore in breach of the requirements of the Transport Management Act 2004;
- j. It is impossible to discover what the justification for these schemes is. I have searched both the NEPP and the UDC websites, and can find no justification for the proposals. The UDC LHP appears not to have considered the proposals – certainly I can find no reference in the minutes, and I am not aware that there is any other appropriate body at UDC. Neither have I been able to find any evidence put forward for the proposals or any justification for them. I have been copied in to the Freedom of Information request for such information, and have seen the response from NEPP that no such information appears to exist.

Lack of Proper Process

7. There appear to have been a complete lack of proper process or justification for these proposals. I have seen e-mails from representatives of NEPP claiming that the proposal was first approved in 2013, as part of Schemes 10030 and 10031 and the current proposal is simply an amendment to those schemes. I find this claim completely lacking in evidence, and in any case there seems to have been no proper process involved in the original consideration of schemes 10030 and 10031, for the reasons I set out below.
8. Scheme 10030 was a scheme affecting Mt Pleasant Road between Debden Road and Peaslands Road. From the limited evidence provided by NEPP, this scheme was contemplated only for Mt Pleasant Road. An FoI request has been made for all relevant document in relation to the proposed scheme, but extremely limited information has been obtained, and no copies of any documents relating to the original consideration of the schemes 10030 or 10031, not of the relevant application forms, has been provided. No information has been given as to the justification for the schemes, or why they were put forward by UDC. I assume that there must be an application form for each scheme detailing the scheme proposals and providing justification for the need and the claimed benefits, as these are referred to in NEPP minutes at the relevant time as requirements for schemes to be put forward, but nothing has been provided by NEPP in response to the FoI request.
9. In relation to scheme 10030, very limited information has been provided, which includes a map indicating that only Mt Pleasant Road was contemplated for any form of scheme. The Summary Sheet which accompanied the map, presumably prepared by NEPP or ECC Highways, indicated no need or justification for any scheme on Mt Pleasant Road.
10. In relation to scheme 10031, no information at all has been provided save for the NEPP minutes approving it. It is impossible therefore to say what parts of Ashdon Rd were proposed to be affected, or what the justification was.
11. I have seen e-mails from NEPP claiming that the current proposal is simply an amendment of the schemes 10030 and 10031 and therefore could be amended by officers without going through a proper approval process. This seems to me to be wholly untenable for the following reasons:
 - a. The current scheme is not simply an amendment of the previous proposals but is a completely different scheme;
 - b. Scheme 10030 appears, to the extent that any justification has been provided, to have been instigated largely following concerns raised by Friends School rather than for any of the reasons now claimed;
 - c. Because of the lack of evidence it is not possible to know what Scheme 10031 would have covered, but from its title it was clearly restricted to some part of Ashdon Road;
 - d. The current proposal however covers not only Mt Pleasant Road and roughly half of the permitted parking on Ashdon Road, but also the entirety of Borough Lane and Peaslands Road and parts of Bromfield, Winstanley Road and Thaxted Road.
12. In an e-mail to Mr [REDACTED] of 12 February 2016, to which I was copied in, Mr S Taylor of NEPP stated that *"Our board does not approve the Amendments which we create, in this case Amendment Number 40 which contains the sites which have been previously approved by our board (via the links to meeting notes). Amendments are created by us when we devise proposals to advertise pre-approved priority schemes chosen by partner members and forwarded at the applicable meetings for board approval, which gives us, as officers the power to devise and*

advertise a proposal such as Amendment Number 40 which contains the sites of interest. It is not the Amendments, as indicated which are approved by our board but the separate site themselves, which have been in the past, leading to the creation of the applicable order. Hopefully this all makes sense however I am more than happy to clarify this via a telephone conversation if required?"

13. I have been through all of the NEPP minutes since schemes 10030 and 10031 were approved in principle, but can find no record of any approval by the NEPP board of these proposals in relation to any sites on Borough Lane, Peaslands Road, Bromfields, Thaxted Road or Winstanley Road, nor of what parts of Ashdon Road or Mount Pleasant Road were approved. It is quite clear therefore that the sites contained in this proposal have never been approved by the NEPP board.
14. Not only does it appear that most of the sites the subject of the proposals have not been approved by NEPP, but even those ones where NEPP might be able to argue that it had given an initial approval did not follow a proper process. I say this for the following reasons:
 - a. The NEPP meeting pack of 20 June 2013 contains a copy of the minutes of the Traffic Regulations Joint Sub-Committee of 10 April 2013 at which a number of proposals were adopted, including that "Application form be amended including to show local support for a scheme" – see minute 23. Minute 23 also noted that there was already a pre-existing requirement to consult district and parish councils before any scheme went to the LHP. Saffron Walden Town Council is the relevant parish council, and I am informed that it was not consulted prior to the submission of the schemes 10030 and 10031;
 - b. The applications 10030 and 10031 were approved in principle at the NEPP meeting of 8 August 2013. Given that this was some 4 months after the Traffic Regulations Joint Sub-Committee approved the change to the application form, one would have expected the applications to have been on the new forms. I have not seen the application forms lodged with the applications, but I do not see how they could have shown Saffron Walden Town Council support for the schemes;
 - c. At the 8 August 2013 meeting a new policy was adopted, set out in Item 8 of the agenda. Item 8 contains the following statement, at paragraph 2.8 "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.". As I say above, I do not believe that any consultation was ever undertaken, or that a majority of residents / interested parties could have been said to be in favour of the proposals. The feedback that I have received is that a majority are against the proposals, but in any case, there is no way that anyone could have known at the time whether or not a majority of interested parties would be in favour of against the schemes;
 - d. I believe therefore that it is quite clear that the prior consultation required by NEPP policy was not carried out, and neither was the NEPP requirement that a majority of interested parties should be in favour of a scheme before submission followed.
15. These proposals should therefore have been the subject of a standard NEPP approval process, and it is quite clear that they weren't. I have searched through all of the NEPP minutes since 2013, and can find no approval of the scheme. The responses from NEPP employees indicate that none has been given, and that instead they are trying to place reliance on the approvals in

2013, even though these were flawed and do not cover most of the sites the subject of the scheme.

16. At the 29 October 2015 Joint Committee meeting, it was confirmed that parish council approval was needed before any scheme was approved. The current scheme does not have that approval – presumably in part because it has never been approved.
17. Not only would the proposed Order breach NEEP's own requirements, but it appears also to be in breach of national requirements. It is a national requirement that proper consultation is made as parking policies are developed (paragraph 2.13 of the 2015 Parking Guidance); again there is no sign of this happening in relation to the Order. I have searched in vain for a copy of ECC's parking policies, and there appears to be no document containing them; I assume therefore that the policy is encapsulated within individual TRO's. There is no suggestion within the draft Order as to how it might fit within a wider policy.

The disadvantages of the scheme greatly outweigh any advantages

18. As I have said in the summary above, it is impossible to understand from the publicly available documentation what the purpose of the proposed Order is, although I understand that it is primarily to allow Uttlesford District Council to designate more of the south-east part of Saffron Walden for future development. I believe that such a purpose is both unlawful and in breach of the Traffic Management Act 2004.
19. I have looked at the stated reasons for the Order in the NEEP document "Statement of Reasons", and they seem totally inappropriate when considered against the actual situations on these roads. In the SWTC recent survey, the biggest issue raised was the danger to pedestrians through inadequate road crossings, inadequate pavements and fast moving traffic. Many survey respondents were principal users of the Ashdon Road, and the danger of the road through fast-moving traffic and lack of road crossings was repeatedly high-lighted – parked cars was definitely not. Parked cars help to moderate traffic flows and speeds, as well as directly protecting pedestrians from moving traffic. The lack of crossings on most of the affected roads also means that pedestrians generally have to brave 2 lines of fast moving traffic where there are no parked cars; parked cars reduce the exposed road width to be crossed to one lane and create natural breaks in the traffic as cars wait for each other – I don't think there can be any doubt that removing parking would make Ashdon Road less safe.
20. Removing parking would also reduce the perception of safety, by allowing vehicles to travel faster and bringing them closer to pedestrians, which will reduce the desire for people to travel on foot. The Order would therefore be expected to have a negative effect on sustainable travel modes using the Ashdon Road. In policy terms, the relevant highway bodies should be seeking the exactly opposite result, ie to increase sustainable travel modes by making sustainable travel more attractive.
21. Exactly the same comments apply to the other roads proposed to be affected. All would become less safe if the changes were to be made.
22. The situation is exacerbated by the presence of primary and pre-schools, and the use of the Peaslands Road / Borough Lane corridor as a major corridor for children attending Saffron Walden County High School. Large numbers of children and other vulnerable road-users use these roads. I understand that, for example, some 40-60 small children, generally in buggies, are dropped off at or collected from the Bell Nursery on Peaslands Road, with the parents either walking them there or parking as close as possible and then walking. Removal of parking would

mean parents having to park further away whilst increasing traffic flows and speeds would make walking more dangerous.

23. The Statement of Reasons cites an advantage from the Order in increasing lines of sight for vulnerable users, but that isn't the problem – the principal issue is having to cross a road with fast-moving traffic and very limited crossing points. Increasing traffic flows and speeds would make the road less safe and not more.
24. On Thaxted Road / Peaslands Road and Peaslands Road / Bromfield, the Statement of Reasons claims that having double-yellow lines “will improve the parking provision for local residents and their visitors”. This cannot possibly be true – the proposal is to introduce “No Waiting at any time” restrictions on these roads! The proposal couldn't possibly improve parking provision for anyone by abolishing it. I would be interested to see the claimed justification for this part of the Statement of Reasons.
25. On Borough Lane, it is claimed that the Order is necessary to remove parking where it is inappropriate – no explanation is given as to when parking may or may not be appropriate, and this is clearly not a valid reason in Highways terms. The Statement of Reasons also claims that the Order is necessary to stop parking which is likely to severely impede the free flow of large vehicles including emergency vehicles. Short of removing parking from every single road, which would increase large vehicle flow, this is simply unnecessary – the road is plenty wide enough for emergency vehicles to pass – and indeed at the harvest season, for large tractors and trailers to pass – despite the existing parking.
26. Similar claims are made for the other roads, and again I can see no justification for, and certainly no proportionate response in, turning residential roads with plentiful pedestrian traffic into fast moving urban clearways to avoid cars being delayed for limited periods of time during peak hours.
27. For Friends School, the Order claims that the scheme would help pupil safety. Friends School however has hardly any pupils walking to it, by nature of its catchment, and has a large car park for parents to use in dropping off. It is also situated very close to the controlled crossings at the Mt Pleasant Road / Debden Road junction. It is the school where proportionately far fewest children walk or are exposed to traffic, and the one nearest to a safe crossing, and yet the Order would arguably increase its safety whilst certainly reducing the safety of all the other schools and of far more children. On an overall safety benefit, the Order makes absolutely no sense at all and in aggregate would reduce the safety of far more children than it would help.
28. The Order and the Statement of Reasons give absolutely no suggestion as to what should happen to the displaced parking, and it is hard to see where it can go as almost all roads in Saffron Walden are heavily affected by parking. There are a number of issues:
 - a. A large number of affected houses do not have their own off-street parking, and therefore have nowhere else to park. No suggestion is made as to where these people should park, as almost all side roads are already heavily congested. The affected houses include residents who are old or otherwise vulnerable, who would potentially now be forced to walk significant distances past fast moving traffic to reach their cars;
 - b. There is an economic issue. The centre of Saffron Walden is heavily congested, and very hard to park in. Visitors and workers in Saffron Walden park on these roads. I am already aware that potential visitors avoid Saffron Walden because of the congestion; making it even harder for them to park will make the situation worse and therefore come at an economic cost to the town. I am also aware that many of the jobs available

in Saffron Walden are low paid and are filled by workers who cannot afford to live in Saffron Walden, or to pay significant car-parking fees. These workers are therefore reliant on free car-parking which is reasonably accessible to where they work. The removal of this car-parking will directly affect them.

As Councillors elected to represent Saffron Walden Audley Ward we strongly object to the proposals in TRO5523 (Amendment No. 40) order 201*.

The proposals to restrict parking on 4 of Saffron Walden's residential roads are unreasonable, disproportionate and unwanted. Restricting parking in the proposed manner will lead to a significant loss of amenity to residents, their visitors and those who work in the town. It is very hard to see how the introduction of double yellow lines and parking restrictions will "...improve the parking provision for local residents and their visitors." as claimed in the Statement of Reasons.

Paying particular attention to the proposed alterations to parking arrangements along Borough Lane as the 1 road of the 4 affected in Saffron Walden Audley Ward. We have carried out a thorough audit of the existing road markings and parking arrangements and, having consulted with some residents, we find no need for the changes proposed under item 1 - the implementation of 'No Waiting At Any Time' and item 3 - the revocation of 'No Waiting Monday to Saturday 8am to 6pm' along the lengths of Borough Lane as described in the consultation documents. No cars park in these areas anyway due to the physical characteristics of the road and the fact that all of the houses along these stretches have off street parking. It is difficult to understand why these changes have been proposed as they are unnecessary, unwanted and a waste of time and money.

We strongly object to item 2 - the implementation of 'No Waiting Monday to Friday 8am - 6pm' along the length of Borough Lane as described in the consultation documents, due to the loss of daytime parking spaces this will lead to. There are approximately 9 on road parking spaces along this length of Borough Lane in front of 10 semi detached houses. 3 of these houses do not possess off road parking facilities and 2 houses share a driveway, the residents of these houses rely on the existence of on street parking spaces. These residents include the elderly, infirm and, in 1 case, someone requiring the regular attendance of a Carer during working hours. These residents are not people who are at work during the day, they require parking located close to their houses all day long to enable easy access to their cars, to facilitate the unloading of shopping, the visiting of elderly relatives and for the regular attendance of a Carer. It is not acceptable that these residents will be required to move their cars from outside of their houses twice a day so that they do not contravene the proposed parking restrictions, or to permanently have to leave their cars parked quite some distance away on another residential road. A possible solution would be to provide 'residents permit parking' for these houses, requiring a total of 6 spaces thereby facilitating the removal of the 3 spaces closest to the junction with Summerhill Road. The 3 spaces that could be removed are located along the narrowest part of Borough Lane where the road doglegs and would facilitate the flow of traffic around this dangerous bend. The residents we spoke to were not unreceptive to this suggestion.

Returning to the proposals as a whole, there has been a failure to properly consider the needs of the schools and the nursery located along, or close by, these roads as neither the schools, the nursery nor the parents have been contacted for their views prior to this public consultation. There has been a failure to properly consider the associated reduction in safety resulting from the increased speeds that will inevitably ensue, and the reduction in safety resulting from the removal of parked cars that act as a buffer between traffic and pedestrians. All 4 roads are used daily by hundreds of children walking to and from the nursery, primary schools and secondary school located either along these roads or close by.

The proposals have failed to consider the actual priorities of road users, residents and businesses in the town as collated by Saffron Walden Town Council in their 2015 traffic survey. The process is flawed as no supporting evidence has been provided to support the proposals - the reasons

stated are generic in nature and do not constitute justification. Finally, this TRO was approved at the end of October 2015 and the NEPP has policies in place to require approval from the Town Council and local Town, District and County Councillors. As both District and Town Councillors we know this has not happened, in fact we received notification of the proposals at the same time as the general public and are forced to respond as part of a public consultation process.

In view of the above reasons we request that these proposals are immediately withdrawn.

4

Essex Police have told Newport Parish Council that the traffic police concentrate on the main arterial roads and our area will not be getting any speed enforcement, and also that PCSO's do not have the power to do this

I think the proposed changes would make the roads much more dangerous.

I drive regularly along the roads in question and have worked at Shire Hill so have done the journeys at commuting time. I sometimes park on the roads as well. With a little give and take I have never had any significant delay except for example when there are major disruptions, which no scheme will avoid. If you speed the traffic up it will just queue at the junctions. I have seen no document showing that there are significant delays or that the proposals would materially improve end to end times

There seems to be no proposal for where the displaced vehicles would go to, and therefore no assessment of what problems this might create

There are other requests for highways related changes for example in Newport, and no doubt elsewhere in the District, which have a detailed justification and approval by County Councillor, District Councillors and Parish/Town Council. This proposal appears not to have a fully documented justification or any approvals from councillors or the Town Council

I think the Saffron Walden proposal should be dropped

5

As a councillor elected to represent Saffron Walden I object to the proposals in TRO5523 Amendment No. 40, order 201*.

The proposals to restrict parking on a mile of the towns roads are unreasonable and disproportionate. It will be a significant loss of amenity to residents, visitors and those that work in the town. There has been a failure to properly consider the needs schools or the associated reduction in safety from increased speeds on busy school walking routes.

The proposals completely fail to consider that the rejected local plan and housing site on the east of town have removed the need for this type of scheme.

The proposals have failed to consider the actual priorities of road users, residents and business in the town as collected by the Town Council in their 2015 survey. The process is flawed as no supporting evidence has been provided to support the proposed measures - the reasons stated are generic in nature and do not constitute justification.

Finally this TRO was approved at the end of October 2015 and the NEPP has policies in place to require approval from the Town Council and local town, district and county councillors. This has not happened.

These proposals should be immediately withdrawn.

6

The proposed parking restrictions in Ashdon Road in the vicinity of the Dame Bradbury School will only force residents to compete for those parking spots already available. Difficulties in traffic flow are confined to the beginning and ending of the school day. Local residents will be forced to park in already congested side streets, making them more difficult to negotiate. Hollyhock Road is a

1

case in point, as drivers already use it as a short cut onto the Radwinter Road. Thus the proposals will expand the existing problem of traffic flow rather than solving it, primarily because removing parking spaces only imports the existing difficulty rather than solving it.

In Ashdon Road it is also the inconsiderateness of some trade van drivers that cause a temporary glitch on the South side. I would like to see one or two speed bumps in Ashdon Rd to slow down drivers as many seem to ignore that it is a residential street and drive through at speeds of thirty and forty miles an hour.

7

TRO5523/(Amendment No. 40) Order 20 – Public Consultation*

Dear Sir,

I would like to object to the proposals in the above plan to remove and restrict on-street parking in Saffron Walden. I have four main reasons:

- 1) **Loss of essential parking:** At the time of granting permission for the adjacent new housing estates, residents were assured that, should removal of on-street parking be considered as the best way to resolve the traffic difficulties, alternative parking would be provided. This is essential in a rural area where most daily destinations are inaccessible by other means. There is no such provision in this scheme.
- 2) **Speed and road safety:** In residential areas, especially those so well used by pedestrians (and with likely increase in pavement use due to the new housing), free flow traffic should not be encouraged. Elsewhere, it is discouraged using speed bumps and chicanes. Parked cars already offer this at no expense.
- 3) **Decreased House Values:** Removing roadside parking from residents will decrease the desirability of our properties, should we decide to let or sell. The majority of people will not even consider looking at a property to rent if it does not have anywhere close to park.
- 4) **No consideration for provision for elderly/disabled/young families:** There are residents (including myself) who have disabilities, and so require short-distance access between their house and car. Our homes have often been bought with this in mind. The resultant increased distance to (or removal of) parking, may mean having to sell and move, a course of action limited by point 3 above. This discriminates against those who are already less able.

As a resident of seven years, and one who would happily stay if practicable, I am sad and cross to see plans that put traffic flow ahead of the needs of residents. Occupants of new houses already have the advantage of parking provision. In addition, the removal of on-street parking might make a small difference to journey times, but the consequences to existing residents, who spend the majority of their time and money here in Saffron Walden, are significantly detrimental.

I would implore you to refuse this proposal until the above points have been resolved.

8

I wish to object to the following proposals for the introduction of new parking restrictions on Ashdon Road as follows:

1. Restrictions will increase the speed of the traffic, this will make it difficult for those with drive access to pull out onto a fast moving road
2. Those who park on the road at present will have no where nearby to park, the 2 side streets (Hollyhock Road and Shepherds Way) are narrow residential streets already at capacity with existing residents, any further parking will result in constriction of the road width which will not allow emergency vehicles ANY access if needed
3. The increase in traffic speed will further endanger the large volume of pedestrians, mainly school children on their way to Dame Bradburys school on Ashdon Road or those on their way to primary and secondary schools in town, this is also true for cyclists
4. The set up at present, slows the traffic speed enabling others users time to pass safely
5. At the public consultation I went to regarding the Ridgeons development, I expressed my concerns regarding traffic, I was told by Highways that they anticipated 'the traffic to dissipate down side streets' and to not cause a concern, this appears to have been said to placate residents concerns
6. The existing residents are having restrictions placed on them caused by the over development of Saffron Walden in the wrong places! If the houses had been built on the right side of town we would not have cause to impose on the local people
7. Four of our cats died by getting hit by cars last year alone, the faster traffic is only going to make this problem worse for any type of household pet.

9

I am writing to raise the strongest of objections to the proposed parking changes on Ashdon Road Saffron Walden. Specifically, I am concerned at the proposals which will reduce the opportunities for residents parking.

As a resident of [REDACTED] like many others on the road have no alternative but for on-street parking and I already experience significant difficulties in parking along the road. Despite having on-street parking outside my property, Returning at around 18.30 each week day, and any time at the weekend, more often or not I have to park in adjacent side roads (Shepherds Way and Hollyhock Road). The lack of parking is not just an issue of Ashdon Road residents parking but is primarily a consequence of residents of Mill Lane also needing to park on Ashdon Road. Reducing the parking on the north side of Ashdon Road (even during daytime hours) would simply exacerbate the issue and require people (especially those in Mill Lane and to the north of Mill Lane) to park elsewhere on The north side of Ashdon Road where there are double yellow lines, reducing the operability, functionality and effectiveness of 'passing places', resulting in a worsening of current significant and dangerous congestion issues.

Parking and subsequent congestion issues on Ashdon Road have significantly worsened over the last 2 years and reducing and further restricting parking would be counter intuitive and would significantly worsen traffic issues along the road.

I therefore reiterate my strongest objection to the proposals.

Re: Proposal to limit parking in Ashdon Road, between Highfields and Elizabeth Way.

Please note my comments on these proposals and respect my experience as a resident in Ashdon Road for 30 years.

1 On-road parking is vital to most houses on the north side and to some on the south. Tradesmen, visitors and health care providers as well as residents need these spaces.

2 Parking in Ashdon Road is currently barely sufficient to meet the needs of residents etc., with neighbouring roads being used for overflow parking.

3 Neighbouring roads have become increasingly limited for on-road parking, since more houses have dropped curbs, so there is no additional space here.

4 Residents with impaired mobility and residents with small children would be severely restricted and/or put at risk if they were unable to access their car within a reasonable distance from their home.

5 The pattern of traffic flow and parking in Ashdon Road has not changed dramatically (obviously there are more cars now) over the years that I have been resident at number 44. Peak traffic flow periods are still very short, reflecting school entry and leaving times, term time only. At other times, the road has few parked cars until residents return from work.

6 No mention has been made of replacement spaces being provided. I request a copy of or a link to the feasibility study made regarding residents on-road parking in this area, in relation to the restrictions proposed. *The studies are conducted, schemes proposed and forwarded for consideration by the applicable local authority, and are not subject to public comment.*

7 No specific reasons have been given to residents for the imposition of these proposals. This is unacceptable and I therefore request a copy of or a link to the road usage survey, re. this portion of Ashdon Road, that prompted the proposals. *The site has been chosen by the District Council for a location where parking spaces have been channelled and the surrounding area is not suitable for development.*

8 I also request access to the traffic management plan for heavy traffic, passing through Ashdon Road, at peak and off peak periods. *No plan exists and is present in subject's area.*

Conclusion:

Restricting parking in Ashdon Road is unnecessary to current traffic flow and would adversely affect residents. There are no proposals offered to avoid introducing social and Health and Safety issues, inevitably arising if this scheme is implemented.

Policies proposed by ECC are supposed to be "designed to mitigate adverse effects upon existing residential and community interests..."

I await your response with interest and look forward to being supplied with the material requested.

To whom it may concern:

I am a resident of Ashdon Road, Saffron Walden and we are responding to the notices which have recently been put up on lamp posts in our road. We would like to object strongly against the proposed 'no waiting at any time' on several grounds.

Like many other residents of Ashdon Road, we live in a Victorian terraced cottage. As such, these cottages were not built with garages nor drives for cars. Many of us residents have therefore no other option but to park on Ashdon Road or in the side streets (Shepherds Way). At present, there is very high pressure on parking spaces both in Ashdon Road and in the side streets and at times it is very difficult to park legally at all.

Here are my reasons to object:

1. By making some sections of Ashdon Road 'no waiting at any time' zones, many car parking spaces are going to disappear. Can anyone from your department enlighten us as to where we are supposed to park instead?? As noted above, there is already high pressure on parking both on Ashdon Road and in the side streets off Ashdon Road.
2. By removing the static (parked) cars from Ashdon Road, traffic is bound to travel at greater speed. This is very bad news for pedestrians and cyclists alike. Recently, there was an incident in Ashdon Road whereby a schoolchild was hit by a car. Luckily she was not seriously harmed, perhaps the car was not travelling at great speed. This incident showcases that freely-flowing traffic along Ashdon Road can be very bad for non-drivers.
3. For those on the opposite side of the road with driveways it will make it impossible to exit their drives without extreme danger.

Instead, I would suggest to make Ashdon Road one-way with staggered parking to slow speeding vehicles down. Alternatively, could residents' parking permits be considered? Also, I would be very much in favour of a relief road to take traffic away from our historic streets and town centre. The proposed Ridgeons' development has been poorly thought out and there is inadequate infrastructure to support it so a relief road linking it to Shire Hill / Thaxted Road would make good sense.

I would like to strongly suggest that whoever makes the final decision about changes to parking along Ashdon Road consults with residents in person, preferably at a time when people are at home.

I am writing to express my grave concerns about the proposed parking alterations - in effect parking bans - on several streets in Saffron Walden. I hope you will take the opportunity to consider the following points.

With the exception of some pull in places, there appears to be no consideration/ reflection on the many views consulted in the town regarding the traffic problems of this town. Can you explain why this is the case? Is it that all the time spent canvassing views was wasted time ...and money?

We live off the Ashdon Rd. and I regularly take my granddaughter to her school in South Rd. Removing the parking here will speed up the traffic - as is historically the case without any traffic calming measures put in place. What does the above proposal reflect on this point?

Because of the immense growth in homes throughout the town (and proposals for hundreds more) without the building of new schools, many people now travel considerable distance to drop off their children to these schools. How will they cope with nowhere to park? Any walk along South Road at start and end of school time clearly demonstrates the chronic problems already in existence. That Essex decided there was no need for a safe pedestrian crossing on these roads makes for a hazardous situation for the children already - with faster traffic speeding along the roads even at 30 mph (why no 20mph as in Castle Street?) -this would become a potentially lethal situation for the young, old and disabled alike. Again, how do the proposals acknowledge this issue we are all living with currently?

By the way ,has anyone from Essex planning ever seen children attempting to cross the Ashdon Rd up where the pavement peters out on a bend by the new development? Who gave their permission for the only point of pedestrian access to be sited on the actual junction into the Tudor development? Pedestrians from there have to cross a busy road at two hazardous points to travel west along the Ashdon Rd - possibly safer to get out the car! A planning decision that was not thought through now worsening traffic issues... and the proposal is to ban parking? Where are the requested solutions to the traffic problems in Saffron Walden - a road by pass for through or heavy traffic? traffic calming measures? Zebra crossings? lower speed limits?

In the areas identified by the proposals, there are some homes who have off road parking but many who do not. For example, the residents of Mill Lane park there and already some use the nearby pub's car park as there are often insufficient spaces on the Lane now - where would the residents without parking provision - in all the noted areas- put their vehicles if a parking ban is put in place?

I would welcome any explanation as to the thinking behind these proposals that would cause me to feel less anxious for the wellbeing of our town. I look forward to hearing from you.

We live on Ashdon Road in Saffron Walden and write to object to the proposed new parking restrictions on Ashdon Road.

Ashdon Road is one of the busiest roads in Saffron Walden as it provides a route out of town and also provides access to Dame Bradbury's School, Homebase and a large Tesco's. The traffic is only set to get busier in the next months and years as the new Tudor Park development is completed and fully occupied and the new development on the Ridgeons site is completed and starts to be occupied.

Removal of the parking down one side of Ashdon Road, as proposed, is an entirely inappropriate measure and would in fact endanger the residents of our road and the many pedestrians who use it. As you will be aware, Ashdon Road is long and straight and currently the only "traffic calming measure" is the fact that as cars are parked down one side of the road, there is not space for two-way traffic so cars have to stop and pull in between parked cars to let other cars by.

Without the requirement for cars to let each other by in this manner, cars would be able to (and would) drive much faster up and down the road. This is highly dangerous in such a densely residential area and on a road which is used by very many pedestrians and school children on their way to Dame Bradbury's and to County High in the opposite direction.

Also, the current level of congestion on Ashdon Road actually encourages people to use Radwinter Road as an alternative route. If there was no such congestion then there would be even more traffic along Ashdon Road.

We would urge you therefore to reconsider the proposed parking restrictions in view of the fact that the current parking situation works as a form of traffic calming.

1. Restrictions will increase the speed of the traffic, this will make it difficult for those with drive access to pull out onto a fast moving road
2. Those who park on the road at present will have nowhere nearby to park, the 2 side streets (Hollyhock Road and Shepherds Way) are narrow residential streets already at capacity with existing residents, any further parking will result in constriction of the road width which will not allow emergency vehicles ANY access if needed
3. The increase in traffic speed will further endanger the large volume of pedestrians, mainly school children on their way to Dame Bradbury's school on Ashdon Road or those on their way to primary and secondary schools in town, this is also true for cyclists
4. The set up at present, slows the traffic speed enabling others users time to pass safely
5. At the public consultation I went to regarding the Ridgeons development, I expressed my concerns regarding traffic, I was told by Highways that they anticipated 'the traffic to dissipate down side streets' and to not cause a concern, this appears to have been said to placate residents concerns
6. The existing residents are having restrictions placed on them caused by the over development of Saffron Walden in the wrong places! if the houses had been built on the right side of town we would not have cause to impose on the local people

15

Hello, I am a resident on Ashdon Road and am very concerned not only about Ashdon Road but all the other proposed parking restrictions in town. This is madness. Our council allows hundreds upon hundreds of new homes, which the town don't want or need, and now they take away the parking for the people who live here now let alone hundreds of new houses multiplies by 2 as all homes have at least 2 cars. Where are we all supposed to park? This wonderful town is being ruined. It is nothing like the town I moved to and fell in love with when I moved here 27 years ago.

16

Dear Sir/Madam

My Name is [REDACTED] and I live at [REDACTED]

I wish to object to the intended changes to the parking restrictions on Ashdon Road. The changes that are being proposed will reduce the amount of available on road parking spaces which will cause more issues for residents of

Ashdon Road and users of Ashdon Road. A better solution to the traffic problems needs to be planned, in my opinion this intended action will only make matters worse. There is already limited parking for many residents of Ashdon Road whose properties do not have off road parking spaces, so where will these residents now park?

I would like to have my objection registered in the Public Consultation.

17

I am somewhat concerned as to proposals that are being raised in our town of Saffron Walden, by a town that is some 40 miles away.

Surely any suggestions should be raised and authorised by people who live in the town, unless the Colchester people have experienced living in Saffron Walden.

In answer to that question, I have lived in Colchester for a few years and have experienced your own parking problems.

We have had Traffic Wardens from Colchester, who do not have our town in their hearts.

I am all in favour for improvements wherever possible.

For example, a few years ago, Ashdon Road where I live, was part of a 'one way' temporary route and from memory that worked very well.

Have you considered where the home owners who park out front of their homes at present are going to put their cars?

Our homes will loose value as the car parking out front or nearby is a prime point for buying / selling property.

We have a great shortage of car parks as it is during the daytime, so making it even harder for people to come in to Saffron Walden to do business.

This is going to be a 'knock on' effect on our local economy.

People wont be able to get in to town and will take their business else where.

By extending our one way system would improve:-

Car parking for residents (smaller roads only allowing parking on one side).

Allow emergency services and others to get to their destinations quicker and safer.

I thank you for your time and look forward to improvements in our market town.

18

My husband and I are residents of Ashdon Road, Saffron Walden and we are responding to the notices which have recently been put up on lamp posts in our road. We would like to object strongly against the proposed 'no waiting at any time' on several grounds.

Like many other residents of Ashdon Road, we live in a Victorian terraced cottage. As such, these cottages were not built with garages nor drives for cars. Many of us residents have therefore no other option but to park on Ashdon Road or in the side streets (Shepherds Way). At present, there is very high pressure on parking spaces both in Ashdon Road and in the side streets and at times it is very difficult to park legally at all.

Here are our reasons to object:

1. By making some sections of Ashdon Road 'no waiting at any time' zones, many car parking spaces are going to disappear. Can anyone from your department enlighten us as to where we are supposed to park instead?? As noted above, there is already high pressure on parking both on Ashdon Road and in the side streets off Ashdon Road.
2. By removing the static (parked) cars from Ashdon Road, traffic is bound to travel at greater speed. This is very bad news for pedestrians and cyclists alike. Recently, there was an incident in Ashdon Road whereby a schoolchild was hit by a car. Luckily she was not seriously harmed, perhaps the car was not travelling at great speed. This incident showcases that freely-flowing traffic along Ashdon Road can be very bad for non-drivers.

Instead, we suggest to make Ashdon Road one-way with staggered parking to slow speeding vehicles down. Alternatively, could residents' parking permits be considered? Also, we would be very much in favour of a relief road to take traffic away from our historic streets and town centre. The proposed Ridgeons' development has been poorly thought out and there is inadequate infrastructure to support it so a relief road linking it to Shire Hill / Thaxted Road would make good sense.

We would like to strongly suggest that whoever makes the final decision about changes to parking along Ashdon Road consults with residents in person, preferably at a time when people are at home.

19

To whom it may concern,

My name is [REDACTED] and I live in Ashdon Rd in Saffron Walden. My house is a terraced house with a double yellow line opposite my front door.

I am extremely concerned about the calming traffic proposals for Ashdon Rd and other residential rds in Saffron Walden as I personally think it will make the situation worse and not better.

I haven't seen anybody check speeding limits and observe how on a daily basis the cars speed down Ashdon rd and clearly do not observe the 30 mile limit. This has become more apparant with the new housing built on the Ashdon village side of town. The cars mount the pavements, drive aggressively when you are trying to park your car or get in or out of your car and clearly ignoring the fact that this is a residential rd and people actually live here.

There has been no consultation with us residents nor any apparent concern as to how this change will effect our lives and the cost of our houses. Ashdon rd has a population of young and old with a thriving school and i am very surprised that nobody has been knocked down or killed yet

There is an obvious need for traffic calming but the possibility of removing our ability to park makes me angry.

There are other ways to manage this . "20 mile an hr zone limits,giving way to traffic at certain points along the road as in Ickleton, widening Ashdon Rd and reducing the size of one of the pavements .

I very much hope that these points will be considered.

20

I wish to object to the proposal to introduce further parking restrictions on Ashdon Road for the following reasons:

- 1) it will remove parking currently available for residents and visitors
- 2) it will place additional pressure on residential side streets

3) if the proposals achieve their stated aim of improving traffic flow it will be harder and more dangerous for frontagers to exit forecourts and driveways onto the road

4) if the proposals achieve their stated aim of improving traffic flow traffic speeds are likely to rise, making it more dangerous for pedestrians and cyclists in particular.

The present parking on Ashdon Road acts to calm traffic, to the benefit of residents and others whose safety is compromised by faster speeds.

21

I am writing to object to the proposal for 50% of the parking on Ashdon Road to be removed. It is likely to have a huge impact on us and our neighbours. The plan is ill thought because:

-- residents of Ashdon Road will not be able to find parking spaces
-- those living on the side streets, such as Shepherds Way or Holyhock Road will end up finding it difficult to park because those living on Ashdon Road will have to park somewhere!
-- if the traffic flow is improved, traffic will be faster and therefore potentially more dangerous, it will also be difficult for those with driveways to get out onto the roads

Personally I feel that it's quite important to keep the informal traffic calming we have at present due to parked cars.

I would be most grateful if you could take my objections into consideration.

Yours faithfully,

22

Ashdon Road has the most efficient Traffic Calming system in Saffron Walden provided by cars parked at intervals along the road, your proposal to remove parking outside the entrance to Dame Bradbury School will open up the road for vehicle drivers to increase speed therefor increasing the chance of a child from the School to be killed or injured.

Shepherds Way already has vehicles from Mill Lane and Ashdon Road parked and any increase from the loss of parking in Ashdon Road would only increase the problems for residents like me.

23

I object to the removal of parking spaces on Ashdon Road in Saffron Walden -- this will make life more difficult for people who live on the road and I cannot see that it will improve the traffic flow and may well contribute to people driving faster along our road.

[REDACTED]

24

To whom it may concern

I would like to raise a strong objection to the proposed parking restrictions on Ashdon Road. I am a resident of Ashdon Road, so I hope that my opinion will be strongly considered. I would like it to be noted that I have my own off street parking.

The amount of time that there is traffic on Ashdon Road does not warrant the extreme measures that are being considered. Yes, there is some traffic at rush hour in the morning and in the evening, but it is not overwhelming at all. We live in a time when we should expect a certain

1

amount of traffic. The vast majority of the time there really is very little traffic. It should also be noted that during the school holidays the traffic is considerably lower, meaning that 14 weeks of the year, there is minimal queuing.

These proposals are being suggested for people that may spend a couple a minutes of day on the road, but ignore the needs of the residents who live there permanently.

If these parking restrictions were removed I would be gravely concerned about the speed of the traffic coming through the road. The parked cars provide a necessary limiting factor, they also provide natural traffic breaks that enable all pedestrians, including the many school children that walk along the road, opportunities to cross the street.

No consideration seems to be given to those residents that will lose their parking spaces, to make life easier for people who do not even live on the road. Where are these people meant to park? How far are they expected to walk with shopping, children etc. Has any consideration been given to the impact on parking in the streets surrounding Ashdon Road. I would expect that Hollyhock Road will become almost impassable if parking was shunted down there.

I also object to the proposals on Peaslands/Mt Pleasant Road on similar grounds. I work at R A Butler. There is already a considerable problem for parents' parking which would be exacerbated further by more restrictions.

I have not seen any proposals for where all these residents are expected to park. I am assuming these plans were drawn up by people who do not live on any of the roads mentioned.

I do not want a high speed ring road being created by default on our residential streets which seems to be what is being planned. I would very much hope that the views of residents will be given the due amount of regard and not be overridden by the desires of people who do not live in these areas and merely pass through a few minutes a day.

Thank you,

Proposed Parking Restrictions

15.2.16

Borough Lane, Saffron Walden

I am writing to object to the proposed plans for parking restrictions. It is considered that these proposals would encourage more traffic including heavy lorries going at a faster speed which will make the roads less safe. This is a particular concern in school term times when there are scores of children on the pavements.

It would also be inconveniently inconvenient for residents in properties along the route and I do not have that own parking spaces

26

Please keep the parking on
Borough Lane! It stops the
cars speeding down the
road!!

27

I am writing in response to the public consultation regarding removal of certain parking restrictions in Saffron Walden (TRO5523/(Amendment No. 40) Order 20*). As a resident of Borough Lane, I believe that

1

the justification given for removal of the specific restrictions on Borough Lane are not evidence-based and any changes to the parking restrictions will in fact make Borough Lane and the other roads affected by these proposed changes significantly less safe, especially for children. In addition, there is no evidence the current restrictions impede access for large vehicles, such as the emergency services, as claimed in the supporting documentation.

Borough Lane is currently used as a major thoroughfare for children walking to Saffron Walden County High from the south and east of the town. Any current restrictions act to some degree as a brake on traffic speed, which is a good thing given foot traffic at peak times in what is also a heavily residential area. In general, the proposed changes will only encourage increased driving speed through residential areas and are likely to lead to a significant decrease in road and pedestrian safety, as well as loss of amenity for residents. Creating an urban clearway through these roads is an inappropriate solution to Saffron Walden's traffic problems.

28

I have just received the note through my door informing me of the proposed parking restrictions on Borough Lane. I am particularly distressed by the No Waiting Mon-Fri 8am - 6pm on the South side approx 31 metres from Junction with Springhill (you say Summerhill but there is no junction with Borough lane and this road) We live at [redacted] and have no parking attached to the house, ie, we haven't dug up our front garden which I understand is bad for the environment. There are three houses in our block like us with no parking. I am completely at a loss as to why this is needed as the new traffic lights at the top of Borough Lane haven't caused a traffic back up at all down at the bottom. It is very hard to park here now and the adjoining road, Springhill is very congested most of the time.

I have no idea where we are to park or even how we can get our shopping into the house. If we do decide to dig up our front garden would there be any financial help for this?

I look forward to hearing from you
Yours faithfully

29

[redacted]

I wish to write to oppose the removal of 80 parking spaces along Borough Lane, Peaslands Road & Mount Pleasant as proposed in TRO5523/(Amendment No. 40).

The creation of an Urban Clearway would be enormously detrimental for various reasons.

Borough Lane is used by many schoolchildren to walk independently to school. The increased volume & speed of traffic will create greater risk of accident & also negatively impact the pollution levels.

As a recent resident to Borough Lane I did not envisage it being turned into what will effectively be a ring road for the town. There are many houses along the proposed route of architectural interest which are listed, again increased volume of traffic at higher speeds will have a significant impact on these houses & on the quality of living for residents.

The schools adjacent to the proposed exclusion already have significant parking problems & this will only worsen an already dire situation.

In short, this does not take into account the lives of a single resident, schoolchild or visitor to this part of Saffron Walden. It would enormously impact the character of one of the loveliest areas of our beautiful town.

Please do not go ahead with it.

Yours sincerely
[redacted]

30

Dear sir, I would like to object to the proposed parking restrictions that have been suggested for Borough lane and mount pleasant road in saffron walden. I have counted numerous cars parked along these roads and if parking restrictions are put in place they will move onto other roads nearby. The result will make borough lane and mount pleasant roads much faster rat runs and therefore more dangerous. I see no need to increase the flow of traffic in saffron walden. It is a small residential town and I feel it should stay that way.

Yours faithfully,

31

Dear Sirs,

My name is [REDACTED] and I live at [REDACTED] Saffron Walden, [REDACTED]. I wish to make the following comments on your proposals, principally in relation to their effect on Borough Lane, Mount Pleasant Road and Debden Road.

1. The Need for the Proposals.

I have lived at my present address for 30 years. It is at the [REDACTED] roads. I am aware in the gradual increase in traffic levels over the years, but I am certain that the situation is not so bad as to justify the implementation of your current proposals, which would turn these otherwise quiet residential roads into an Inner Ring Road. On weekdays, traffic levels increase at morning and evening rush hours, but only marginally for an hour or so at around 9am and 5pm. Otherwise the roads remain relatively quiet.

The proposals are clearly part of the UDC strategy to make it easier to develop more housing land on the east side of the town by claiming the road access is adequate. No regard has been had to the effects on residents living along these roads. The only concern seems to be to speed up traffic and give rush hour drivers savings of a few minutes on their journeys. The town needs a bypass as its top priority, not more restrictive parking conditions.

2. The Impact on Residents.

- A. These are residential roads, certainly not designed for the traffic UDC intends.
- B. They are a pedestrian route for school children going to the County High and Friends Schools, which is on Mount Pleasant Road itself. It is surely reckless to make these roads faster through routes and jeopardise the school children's safety.

C. The removal of on street parking will result in speeding traffic. When the traffic lights were installed at the Debden Road / Borough Lane cross roads in September 2014, on street parking was removed from most of Debden Road northwards. As we residents had predicted, the result, with a clearer road was faster traffic speeding in both directions, making it a much more dangerous road. My understanding of current policy was that traffic calming in older urban areas was preferred policy, not speeding it up, which would be the inevitable result of your proposals. In fact, of course, properly organised and regulated residents parking can be a very effective means of traffic calming as well as being an invaluable facility for residents. However, for reasons only known to themselves, this concept has never been accepted by the ECC Highways engineers, unlike in other local authority areas.

D. The loss of residents parking will have a major detrimental effect on many properties along these roads. Many of the older properties do not have off road parking, nor is it physically possible to provide it in most of these cases. There are six properties in Debden Road, mine included, situated between Borough Lane and West Road which are in this situation. There are other properties on the other roads in the same position. When the traffic lights were installed we lost what on street parking was then permitted in Debden Road near our houses. Despite protests and requests for help, our concerns were ignored. I now have to park in Mandeville Road or West Road. These are already congested at times and your proposals will only make matters worse. Where will we residents, our visitors, tradesmen be able to park in the future? From past experience it seems that UDC and ECC care not one iota about this, and yet it is a serious practical concern which needs addressing.

These are my comments and I hope they will be fully considered along with those from other residents. The perception is that previous consultation exercises have been a sham. I hope this one is genuine, as your proposals are too far ranging and affect too many people across the town. May I suggest that if you have had a lot of responses to your consultation, then a public meeting be held where you and our elected representatives could explain the proposals in more detail and could be questioned by the residents. I hope I will receive at least an acknowledgement of receipt of this email, and an indication of how the consultation process now proceeds.

32

I am concerned that the restriction proposed to parking in Borough Lane, Saffron Walden will create even more parking chaos in Springhill Rd. This road already has a major daytime parking problem (largely non-residents) often causing delivery and refuse vehicles etc to be unable to manoeuvre or pass oncoming cars. Has the relocation of parking that will flow from this new measure been thought about or modelled?

I have approached councillors about this problem in Springhill Rd many times over several years and was assured that the issue was being put to NEPP - but nothing has happened. It was clear once parking was restricted in Saxon Way that the problem would simply move up the hill, and the Borough Lane plan will exacerbate the situation. It is a residential road and it unacceptable that it is being used as an unofficial car park.

Apart from registering concern about the loss of parking in Borough Lane, which is likely to increase traffic speeds at the bottom of the hill, and about the creation of an 'inner ring road' by such parking restrictions, I would like to be updated by NEPP on the Springhill Rd parking application.

33

Dear sirs

I am writing to strongly object to the Amendment 40 order 20* parking proposals on Borough Lane and Peaslands road in Saffron Walden. Not only will it stop me from parking in front of my own house but also I'm concerned that traffic speeds will become more dangerous for pedestrians. The new traffic lights at the top of Borough Lane have been very successful and there is no backing up of traffic down at the bottom of Borough Lane - I don't see the need to stop residents parking here. I look forward to hearing from you.

34

I am writing to outline my concerns regarding the proposals to increase the parking restrictions around Borough Lane and Mount Pleasant Road in Saffron Walden.

We live on a stretch of Borough Lane where there is no footpath outside our house. This means that in order to go anywhere we have to cross Borough Lane without the help of the new pedestrian crossing. We are number [REDACTED] in the same position.

My concern about the new proposals are that the speed on traffic will increase significantly. The parked cars currently act as a traffic calming measure. This means that cars approach the traffic lights at a reasonable speed. I am worried that if the roads are clear of parked cars, drivers will instinctively drive faster and even accelerate in order to hit a green light as they approach the lights. This is obviously of grave concern for my children who will need to cross the road outside our house just before the lights.

My eldest strats at County High in September so he will be crossing the road at peak times.

Please can you let me know if the restrictions go ahead, what the traffic calming measures will be to allay my fears.

I look forward to hearing from you,

35

I am writing to express my concerns and objection over the removal of parking from Borough Lane. This road is extremely busy mornings and afternoons with many children using this road. All traffic measures should consider this with the safety of these pedestrians as the first priority. Traffic travels up and down Borough Lane very quickly now. Making it a clear way would only encourage drivers to speed up. Also there is a very tight 'pinch point' at the junction of Borough Lane and Springhill Road where cars and lorries often mount the pavement to get past each other. The parked cars do not cause this pinch point but do make the drivers slow down on this bend and are thus very useful in traffic calming. This area has large family homes and schools all around. I feel that measures should be put in place to slow the traffic in this area and discourage Borough Lane as a 'ring road' for Saffron Walden.
Yours faithfully

36

I wish to object to much of the TRO5523/(Amendment No. 40) on the grounds that this is an unsuitable clear way scheme for an area of the town that is used by children to get to school, and which makes what is now a slow but safe journey across town into one that may be faster but is inappropriate with car having the priority in a residential area.

The town has objected to the vast increase of housing proposed for the east of town for many reasons - increased traffic is one of those reasons. We have that anyway from the numerous developments and infill on the east and north of town. Having this as clear way seems like a way to remove objections to such a development scheme in future, but that is wrong, as making our residential roads into a fast two-way through way is not the answer.

The parking is vital to residents on parts of borough lane and for those in flats on mount pleasant. Pushing that parking into side roads is not an answer. I live on Debden road and with the infill housing estates that have been built in recent years it is difficult for me to get a parking space outside my house (despite supposedly enough parking within those developments. Debden road has lost parking due to the borough lane traffic slights and no more pressure should be put on this and other side roads, such as a west road (a parking nightmare).

I realise that this is a few hours past the consultation deadline, but I hope you will be able to take my views into consideration.

37

I wish to object to the above orders and the creation of an urban clearway in a residential area of a rural town with proposals more suitable for a city where there is a constant flow of traffic. When the existing traffic orders were implemented there was a noticeable increase in the speed of the traffic, primarily at the times of the school run and when the paths are full of children going to school. The increase in speed is particularly commercial vehicles which often have to mount the pavement in those areas where the road is

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 these proposed changes were identified as major problem areas by residents. And meaningful improvements to Ashdon Rd have been completely ignored. The Town's priorities should have been the driving force for any proposing improvements to the road system. It is unclear why they have been ignored.

- 7. **Minor proposals have merit:** A short formal pulling-in place for traffic to pass on Peaslands Rd looks like it has merit as do the restrictions in the immediate vicinity of the Winstanley/Peaslands Rd junction. It is in the top-10 locations for incidents in the town. Little else of the proposals seem to offer sufficient benefit over the loss of parking amenity and reduction in safety.

There is no evidence that these alterations will improve the current situation. They will make my situation, as a resident, worse by increasing speed and making it harder to enter and leave my driveway. Since the last Highway Orders we have to reverse into our drive which is obviously already dangerous and difficult because following vehicles rarely expect us to stop outside our house, this means either they lose their temper which makes the next stage of their journey aggressive and they increase their speed or it means they have to reverse away and then overtake. Of course if there is a lot of traffic we have to wait /park at the side of the road until the rest of the traffic passes. These proposals do not improve the existing situation for me or other residents, and other residents? There are no measures included in the proposals to mitigate speed or improve safety. This will not improve the air quality as vehicles speed along the roads. Who takes responsibility for safety and what risk assessments have been carried out for the proposals? Have traffic speeds been measured in the past and what are the results compared with current traffic?

These proposals remove parking, increase speed and reduce safety and the air quality; none of which should be imposed on local residents and taxpayers.

I have looked at the proposed new scheme and I wish the following to be taken into account. I live in Borough Lane and have for the last 20 years seen speeds of up to 60mph used by various vehicles. The very worst offender is the refuse cart who at times goes so fast it has difficulty stopping when it meets other vehicles coming up the road in the narrow part where the railway bridge was in Borough lane.

I didn't like the fact that traffic lights were installed at the Debden road cross roads. Since they have been installed it has totally changed the flow of traffic down Borough lane. Although the lights change quickly so there is no real wait what I have noticed is it lets about 6 to 8 vehicles down the road in a block. They now travel a lot faster down the road until meeting the narrow part where the bridge used to be and realising that vehicles are coming up the road and having to use not just their side of the road but towards the middle. Lorries are at times forced onto the pavement when traveling up the road. Certainly in the rush hour times there is more chaos as vehicles queue along Audley road into town and some try to beat the queue by diverting up Borough lane.

Before the traffic lights vehicles travelled up and down in single numbers and the traffic flowed along the whole section from Audley road to Thaxted road. Since the car park fees have risen more vehicles

park in Springhill, Mandeville or Borough lane and you see people walking into town or the council offices to work. A number of children are dropped off by cars in Springhill or the foolish ones in Borough lane to avoid as much of the traffic as possible. Children often cross the road without looking at where the bridge was as it is narrow but cars come from all angles. Springhill has also become the place for vehicles to reverse back onto Borough lane and then head of towards Audley road. Another poor point to cross is the bottom of Borough lane. Often school children cross borough lane at the junction as cars swing left into Borough lane or the ones in queues going towards town dart up Borough lane without going around the mini roundabout or even indicating.

Speed kills and your proposal will create a race track. It is good to have cars parked at the side of the road to slow the traffic down. It is not ideal for speed humps so I would suggest you look again at removing the traffic lights from Debden cross roads. Cars parked outside of the Friends school can cause a problem but this is because blocks of vehicles try and move in convoy. There wasn't a problem before the lights came. I would also suggest someone looks at the parking charges. Make it cheaper to park before rush hours to get cars off the road at peak times. The extra houses being built are certainly putting more cars onto the same roads and in honesty the town need a bypass into Shirehill and the Tesco end of town. We have all the Army lorries and even tanks up our road and you can see the kerb stones just above Springhill has bits missing where the tanks have got their tracks into it. These lorries are enormous and sometimes in convoy and I can say they don't ever seem to have a problem moving up and down. They move slower than most and it is always the speeding one's that cause the problems for the rest.

Most houses have drives and it is going to be lethal to back out onto a race track if you proposal is passed. Please think again.

39

I write in opposition to the proposed parking restrictions suggested for Borough Lane, Mount Pleasant Road and Peasland Road.

An Urban Clearway along residential roads where many hundreds of school children have to travel should have no place in Saffron Walden. When parking is taken away from these roads where are the parents of children attending RAButler and St Thomas Moore school supposed to park? In Peasland Road, Bell Nursery is situated with very limited on site parking spaces available.

It would appear that parents will have to search for parking in already heavily congested side roads. It seems a nonsense to inflict these proposals when it will endanger lives by having faster moving traffic and inconvenience so many residents and parents of school and nursery children. For what justifiable reason? I hope common sense prevails and the proposals are scrapped.

40

Ref TRO5523/(Amendment No. 40) Order 201 – Public Consultation*

We are very concerned that the vehicles displaced by the proposed parking restrictions for Borough Lane / Mount Pleasant will end up in Debden Road and the adjacent side roads.

With the new Avenue development on the Friends' School site and the Crawley Hobbs development on the old LPA site traffic movements in the area will have substantially increased. Congestion caused by additional parked vehicles, in Debden Road, initiated by this ill conceived scheme will eventually lead to yet further restrictions.

We understand, from the local press, that an application under the Freedom of Information act, by the Residents party, has disclosed that there is no substantive evidence to justify the implementation of these schemes. Anecdotal evidence is a totally unacceptable basis for making decisions.

41

As residents of Borough Lane we would like to raise an objection to the proposed changes to parking restrictions in Borough Lane and other roads in Saffron Wakden.

We are particularly concerned about the potential impact on traffic speed. Borough Lane narrows in the middle section allowing traffic to flow easily in only one direction. The absence of parked areas in the sections proposed can only serve to increase traffic speed. In our opinion this is potentially dangerous particularly when you take into account the heavy usage of the road at certain times by school age pedestrians.

In addition, the resultant lack of parking will cause further congestion in the already congested side roads such as Springhill Road.

42

I am writing in response to the proposal to change the parking restrictions in Saffron Walden from London Road to Thaxted Road.

We live in the neighbouring village and have three young children who attend St Thomas More school. We have to make many journeys to and from the school for various drop off and pick-ups and after school clubs. We do not have the ability to walk to school and whilst there is a school bus which we understand some people in our village get for free we do not as the rules changed at the age we needed it most. So we drive to school and park as best we can to avoid upsetting residents. If the restrictions are put in place there is nothing we can do. I would strongly oppose to these proposals and appeal to the council to look at alternative measures. I work in London and I know that in some residential areas parking restrictions have been put in place, but these are limited in nature. For instance if you suspended parking between certain hours, say 11pm to 2pm then this would stop people parking around these roads all day but it would still enable parents to get their children to and from school.

Thank you for your consideration.

43

TRO5523/(Amendment No. 40) Order 201 - Public Consultation*

I wish to comment on the above proposals. While my comments are chiefly focussed on sections 2, 3, and 4, I believe they equally apply to section 1.

These roads are not some sort of inner ring road or mini- M25. They are overwhelmingly residential and are regularly used by large numbers of pedestrians, particularly school children accessing Saffron Walden County High School and parents and children accessing RA Butler and St Thomas More primary schools on South Road. Many Saffron Walden residents live in the estate off Winstanley road and must cross Peaslands Road to reach the town centre. The Lord Butler Leisure Centre (LBLC) is on Peaslands Road and many residents and school swimming classes must cross this road to access LBLC. There is currently no pedestrian crossing at this point.

The road network is very busy during the school rush hour, but much of this traffic is school-related, as we are residents have demonstrated in the past. Frankly, the problem is parents delivering children to school by car, particularly to the Friends' School. Nevertheless, I am not aware of any personal injury or other accidents on the network. During most of the working day and outside term-time there is no congestion and vehicles move freely.

In this context, the proposals represent complete overkill. It would be far better to introduce a limited scheme such as a parking and waiting restrictions only during the peak times (as outside schools in the town).

This would ease somewhat the current congestion but still allow parking for visitors, residents of neighbouring roads with no parking etc. during the day time. It would avoid both cutting off the residents of the Winstanley Road area and the creation of a dangerous situation outside LBLC. I say 'ease somewhat' because you will never remove it completely. Public transport is almost non-existent around here so these cars are not going to disappear. They will instead clog some other road or roads. And the pinch points will move - probably to Borough Lane, with its narrow dogleg bend in the middle. So what then? Compulsory purchase, demolition and a freeway like something from Birmingham in the 1960s and 70s?

The parked cars at present act as informal (and free) traffic-calming. Loss of this parking would result in much higher traffic speeds (as is currently the case in the evening, night and early morning when there is little parking). This would in itself increase the danger, especially to pedestrians, on a road system that, as I mention above, is actually relatively accident-free at present. This is inexcusable in a town as 'walkable' as Saffron Walden.

Incidentally, I am sure NEPP is hell-bent on implementing this scheme regardless of the results of this consultation. I am under no illusions.

44

We are aware of the proposed changes to parking, including those on Mount Pleasant Road, close to our school.

47
But what about the safety of those in south road, Victoria avenue, long hedges etc where you do not do

Any thing now about those who park on double yellow lines across people's drive ways .

Many days this area is totally grid locked ,cars cannot enter or exit the avenue west road ,cars parked

On yellow lines across foot paths so mothers and children have to walk in the road and dodge the cars

So if the lines and signs are not being monitored that are there now what use are the new ones.

The traffic lights in thaxted road need sorting out a lot of the time it can be back to Pearland road
Then people are saying the quality of air is bad what else can be expected

48

Having already lost on street parking with the installation of the traffic lights at the junction of Borough Lane/Debden Road/Mount Pleasant Road, we are only too aware on the increased speed of traffic as vehicles speed to pass through the lights. Borough Lane is a main route to the County High for those students who walk to school. The pavements are already narrow or non-existent in some places. Large vehicles often mount the pavement at the bend with Springhill Road. There is no crossing at the bottom of Borough Lane with London Road. People wanting to cross rely on the courtesy and good sense of drivers

48
to stop. However, both are often absent with those who think cars take priority. So, already the situation is precarious for pedestrians. Removal of parking on the stretch of Borough Lane leading to the roundabout will only enable road users to speed and disregard pedestrians. As drivers using this route daily, we are very concerned with the proposals and lack of road safety improvements. Fears over road safety will lead to more journeys by car. UDC should be making an effort to make Saffron Walden a walk friendly town and reduce polluting short car journeys.

I write to protest at the proposed vehicle parking changes soon to be imposed on Saffron Walden. Specifically, as a resident of Shepherds Way, [REDACTED], to the removal of daytime parking spaces on the Ashdon Road.

These changes are to facilitate better traffic flow at peak times and I would be the first to admit that navigating the Ashdon Road can be frustrating and time-consuming. That said, the problem is one of too much traffic altogether and the only way to deal with this issue is to reduce the amount of cars or build a bypass; anything else is pointless window-dressing.

There are two main drawbacks with removing parking spaces on the Ashdon Road. First traffic will be able to speed more freely and one only has to walk the Ashdon Road at peak times to see the number of school pupils walking and crossing the road. Second it entirely ignores the issue of where residents are supposed to park their cars. We already suffer daily with residents of Ashdon Road clogging Shepherds Way, frequently leaving their cars for weeks on end, causing obstruction to delivery lorries, refuse collectors and people who actually live on the street. If the parking restrictions are enforced this will only become worse unless Shepherds Way and Hollyhock Road are made residents only parking.

I speak for many of the residents of the road, who know only too well the frustration of Ashdon Road traffic. That said we would far rather suffer the odd delay rather than have to deal with belligerent residents of Ashdon Road clogging our street on a daily basis. It is already a bad situation, which you are about to make much worse.

Please record my strong protest against the removal of street parking and creation of a 'clearway' along Peaslands Road/ Mount Pleasant/Borough Lane, Saffron Walden.

The removal of street parking will encourage traffic to speed up to and through the junction Debden Road/Mount Pleasant/Borough Lane to beat the red signal at the traffic lights. This will increase the risks on this major thoroughfare to the children and parents walking to and from the many schools close to the route: the Bell nursery, The Friends Schools, St Thomas More and the R A Butler primary Schools and the Saffron Walden County High School. Currently, the on-street parking on this route provides a safety barrier between pedestrians and motor traffic, and additionally motors must move slowly to give way to traffic having priority in the opposite direction. Children's lives are more important than catching a train at the Audley End Railway Station!

Additionally, removal of the on street parking along this route will increase the congestion on side streets, particularly South Road. The St Thomas More and R A Butler Primary Schools on South Road serve not only the town but also many of the adjacent villages. Children living outside the town are brought to these schools by car. Parking on South Road already creates traffic congestion and access problems for residents at school start and finishing times, and stopping and parking restrictions along Peaslands Road/Mount Pleasant, in addition to those already applied to Audley Road, will make life unbearable to residents on the link road, South Road.

It appears that the proposed traffic amendments have been thought-up by someone looking at a map in a remote office and with no knowledge and little investigation of local conditions. Please reconsider these proposals and reject them.

Yours faithfull

51

I strongly object to these restrictions which will turn a residential area inside a conservation area into a racetrack during non peak hours. Front gardens turned into carparks will damage this protected area. The value to residents is negative as opposed to that of people transiting the area.

52

Good morning - I have examined the maps & document with regard the series of new parking proposals in Saffron Walden designed to improve traffic in problem areas of the town. All are sensible suggestions. However they will only move the problem 'along'.

The issue of increased traffic is going to get worse with the ongoing building of more housing + industrial sites/proposed school; especially as it is forced to be to the East & South of the town due to the influence of the Audley End Estate. All vehicles have to travel through the town and the congestion then radiates outward. There will soon be 'grid locks' on a daily basis. We are talking of increases in vehicle journeys in hundreds, even thousands, per day at peak times.

If you seriously wish to improve the situation and plan for the future you need to look at the 'bigger picture' - a by-pass enabling access to the identified 'expansion' as well as reducing the through traffic in the central area would, in my opinion, be essential.

PROPOSED BANNING OF PARKING IN VARIOUS SAFFRON WALDEN STREETS

We were most surprised to read in our local newspaper the article regarding the banning of parking at all times on certain streets in Saffron Walden.

The cars that currently park on those streets will not be parked in a car park but just moved to the nearest street where there is space regardless of the residents of those streets. Here in Victoria Avenue we already have, in term time, parents taking children to school from 7 am Breakfast Clubs etc through to 9 am. We then have the same problem from 2.15pm until 5 pm with early arriving mothers sitting in their cars reading a book with the engine running - not a very healthy atmosphere for pedestrians! This results in our being unable to use our drive, as it is impossible to get our cars out due to inconsiderate parking by those who do not reside in the street. So if parking is banned in Mount Pleasant Road and Peaslands Road for example, the problem will just be moved to residential streets in the vicinity, including Victoria Avenue.

At present the cars parked on Mount Pleasant Road and Peaslands Road result in the traffic being slowed, which is surely desirable from a safety point of view.

Unfortunately we have not been provided with cogent reasons why the parking should be banned. Is it because yet more house building is planned on the east side of the town?

We note that Saffron Walden Town Council is strongly against this proposal and we hope their views will be given the weight they deserve.

I should add that [REDACTED] has lived in this house from 1947 to 1965 and again since 1990 with [REDACTED]

incidentally we note that the parking ban in South Road in the vicinity of St. Thomas More School is not enforced with parents parking all down the street to drop off/collect their children.

[REDACTED]

54

I would like to comment on TRO5523/(Amendment No. 40) Order 201* - Public Consultation, particularly as it affects parking restriction on Peaslands Road/Mount Pleasant Road/Borough Lane in Saffron Walden.

I am opposed to the introduction of further parking restrictions, particularly along Mount Pleasant Road and Borough Lane. Eastward traffic on Mount Pleasant Road is already travelling noticeably faster as it approaches the recently installed traffic lights at the junction with Debden Road (and the speed of traffic in both directions on Debden Road has also increased). Removing parked cars from Mount Pleasant Road would certainly increase traffic speed there too – and though there is a 30 mph speed limit, if Debden Road is anything to go by, it will not be observed. Increasing the speed of traffic along these roads will increase the danger to pedestrians, and these roads are used by crowds of young people walking to Saffron Walden County High School, and by children and their parents walking to the two primary schools on South Road (Thomas Moore and RAB). Parked cars actually serve to slow the traffic down and increase safety for pedestrians.

Slow-moving traffic on the Borough Lane/Mount Pleasant Road/Peasland Road route is actually desirable. If the aim is to reduce queuing and improve traffic flow, I believe this could be better achieved by restricting on-street parking in a small number of spaces to create more passing places.

55

I am writing to request that you do not remove the daytime parking from the Council offices on Borough Lane, along Mt Pleasant Road and Peaslands to the Leisure Centre on Thaxted Road.

In particular, the Peaslands road parking is of great importance to me as well as other families who have children attending St Thomas More and RA Butler primary schools.

I am not unwell enough to have a disabled parking badge but there are days when I am unable to walk the distance from my home to the school my daughter attends. If you remove the ability to park in Peaslands Road, I don't know how I am going to get my child to school. My current walk is approximate two thirds of a mile. When I can, I walk it but this is not always possible for me.

Also, now the government rules have changed regarding time off sick for children, there are days when our children are unwell but we are forced to send our children into school regardless. On these days, it would be cruel to force a child to walk such a distance to and from school on top of feeling unwell.

I implore you not to remove the parking along this road.

56

I live at [REDACTED] Saffron Walden CB11 3DS, and would like to register my strong objection to the NEPP parking / street amendment proposals as per consultation reference above.

I believe these will displace cars and other vehicles that currently park on these roads onto side streets, such as West Road, that cannot absorb the additional parking thereby causing worse congestion and creating unsafe side streets due to parking on pavements that block pedestrians forcing them into the road as already happens in West Road.

The proposals will lead to higher speeds of drivers along the clearways exacerbating risk of accidents.

They will reduce parental parking points for those picking up children at RAB and at St Thomas More schools and will result in more parents flouting the restrictions on parking on yellow zigzag lines, which is already a problem which Essex CC is itself trying to help the schools address.

The need for these proposals has not been adequately evidenced and the negative impacts have not been adequately assessed. It is staggering that such changes can be proposed with no practical, safe, workable solution provided to where the displaced residents' and others' parking would be provided.

This must not go ahead.

57

We have been residents for 32 years in Bradley Mews, just off the Ashdon Road. Over the years we have seen a huge increase in traffic using this main road. Firstly the building of the industrial units including Homebase and then Tesco - both of which encourage large amounts of traffic, to say nothing of the delivery vans and lorries to Ridgeons. Then we have Dame Bradbury's School which, in itself generates many vehicles at rush hour and at the end of school.

Next we have had a huge estate of houses build behind Homebase - at least one car per household, probably two in many. More houses planned on the Ridgeons site along with a hotel; and another 50+ near Tesco - all generating more and more vehicles. I would like to point out here that many cars from Tesco's (and the only petrol filling station in the town), take a short cut along Elizabeth Way into and along Ashdon Road, to avoid the traffic build up at the Radwinter Road / Thaxted Road traffic lights, which back up sometimes to the traffic lights near Tesco.

The proposals you are suggesting - just increasing a few lines and times, on the SOUTH side of Ashdon Road seem to me just tinkering with the problem. This needs really addressing for the sake, not only of us residents, but for all traffic which needs to travel to the above businesses and school.

Surely, what is needed is something similar to London boroughs, i.e. a Red Route. This would mean double yellow lines along both the SOUTH and NORTH of Ashdon Road. Yes, a few people would have trouble with parking their cars, but there must be ways round this as seen in many areas of London. It is the cars parked on the NORTH side that cause the problems (rarely any parked on the SOUTH side).

Alternatively, the pavement could be narrowed. It was, we understand, widened a few years before we took up residence in the town. There must be at least 2.5 feet which could be added to the width of the road. It would then mirror Radwinter Road and allow two vehicles to pass. Many, many times when walking along the road, there are vehicles mounting the pavement from behind and coming towards you. Most unsafe for young families with toddlers using it more frequently from the new houses, and anyone using the pavement for that matter. This should not happen if the road is wide enough to take two passing vehicles.

I hope that you will look again at this major problem in the town.

58

I am writing to strongly object to the above proposed changes in parking on certain streets in Saffron Walden.

I live in Wimbish and my child attends primary school in Saffron Walden. My only means of getting him to school is via car and I usually park for 10 minutes on Peaslands Road in the morning and the same again in the afternoon. How do these proposals accommodate my and my child's needs? What provision is there in place for the local schools with large rural catchments.

I am very concerned that these proposals prioritise the needs of the car over the pedestrian and will only increase vehicle speeds within the town. I agree that traffic may be subject to short delays at peak periods but this is no great problem, it keeps speeds down and makes children safe at these peak times and can indeed deter driving at peak times. Remove the parking will push the problem elsewhere, increase the traffic and increase the speed.

Please advise me where UDC recommend that parents of children dropping off / collecting at the primary schools, who do not live in town, should park.

59

I am emailing you on behalf of [REDACTED], Peaslands Road, Saffron Walden. Firstly to complain that we have received no notification from Essex County Council permitted parking and special parking area scheme, that is under consideration and for implementation over the coming weeks in Saffron Walden. As we have a nursery of some 60 children a day we would expect some kind of consultation concerning these parking restrictions, some 10-50 of our children are dropped off at our nursery by car and of course for several minutes a lot of these parents park their cars on Peaslands Road to walk their children into our nursery. We have never been consulted on these parking restrictions by UDC town council or yourselves. We have a petition of all our parents complaining of these restrictions which we have forwarded to your colleague S. Taylor of which we have never had a reply. I would hope you will see fit to at least acknowledge our email and to take into consideration our problems when we discuss this matter further with UDC and the town council.

60

I would like to register my alarm and concern over the proposals to create urban clearways in Saffron Walden. Residents need to be able to park their cars. If they are unable to do so outside their homes they will park at the nearest place - just outside the urban clearways, simply moving the problem along a matter of metres. It will be at best inconvenient and at worst congested and chaotic.

Saffron Walden has had numerous new housing developments built over the last few years - each one brings more competition for parking space. I speak with experience of living close to the Mount Pleasant Road/ Debden Road crossroads.

61

I wish to object to the parking restrictions in Peaslands road outside [REDACTED] as some of our staff have to park there who live out of town as our car park is quite small & the majority of it has to be left for parents dropping off & picking up for the safety of the children, having said that

1

some parents still have to park on the side of the road to drop off & pick up when our car park is full at busy times of day, & as we take young babies up to school age children & many families more than one child so not to be able to park outside & have to walk quite a distance to get their children to nursery, I'm sure you would agree would be a real problem.

Dear Sir,

I am writing regarding the above amendment for Borough Lane / Peaslands Road. As a long time resident of West Road, I think the above will make it intolerable for us. We have already taken some of the cars from Debden Road / Borough Lane/ Traffic Signals since 2014. At certain times of the day we have vehicles parked on both sides of the road and delivery vans and lorries are having trouble getting through.

In 2012 we had a chimney fire which needed a revolving ladder from Harlow Fire Service, as this was on a Saturday we knew who the cars belonged to, to get them moved. This would not happen in the week with lots more vehicles in the road.

We park our cars behind the house in a garage block and use a driveway up the side, very rarely someone will park across the driveway. If the above happens, I can only see this happening more often and ending up having to call the Police to find out who they belong to and get them moved. When we return to West Road during the daytime it is already difficult to find anywhere to park to unload from the car.

Therefore I am asking can the above amendment not be implemented and cause even more problems to the residents of West Road.

In principle I support the proposed parking restrictions as one means of addressing the traffic flow problems of the town, which have become very acute, largely as a result of the recent residential development, nearly all of which has been on the eastern side of the town, and this is set to become worse when additional developments already under way are completed.

It is simply not possible for any road with significant traffic flow to be both available for two-way traffic and yet be allowed to become only one car width wide due to the absence of parking restrictions on either side. The roads subject to the proposed parking restrictions often become blocked arteries where cars have to mount pavements etc simply in order for vehicles to park each other. Situations frequently arise on these roads which can only be described as comical, so something clearly needs to be done.

However there are a few negative points with this proposal:

- 1) All of the effected roads are very near to schools, so there needs to be compensating enhancement of speed restrictions on those areas to ensure that whilst traffic is allowed to flow, that the flow is at an appropriate speed. I don't subscribe to the view that parked cars should be allowed to remain to act as an effective speed restriction. That is applying the wrong tool for the job. We should be striving for these main thoroughfares to have two-way moving traffic, but where the traffic moves at an appropriate speed. Delivery of this proposal should be part of a package of measures which address both angles, so that dealing with one problem doesn't just create another potentially more dangerous one.
- 2) Another element of congestion is the recent reduction in funding for school transport buses, which means a lot of the school rush hour traffic have no other alternative but to drive-and-drop children to school. Removal of the parking around schools should be accompanied by an increase in alternative transport options, otherwise this proposal will then just be creating another problem by those same people then parking on side-streets which simply don't have the parking capacity either.
- 3) The Mount Pleasant Road restrictions should also apply on weekends. The Friends School rents out its playing fields to Wendens Ambo rugby club and Walden Triathlon club among others on the weekends. Mount Pleasant Rd is often the busiest on Saturday and Sunday mornings when these clubs use the school. There is a slight bend in the road around the entrances to Friends, and parking is currently allowed on the northern side of the road which is the inside of the bend. When heading West to East from the junction with Debden road, the cars parked on the inside of the bend make it extremely difficult to judge whether moving to the "wrong" side of the road to pass the parked cars is safe. All of those houses along the northern side of Mount Pleasant road across from the entrance to Friends school have more than adequate private parking provision, as does the school itself, so I don't see why there is ever any real need for parking to be allowed along that stretch of Mount Pleasant road at all. Consequently I would support an extension of the hours of operation of those restrictions to apply to weekends as well.

Overall, whilst I can see the merit in these measures tackling a growing problem for the town, I fear that implementing them in isolation might actually just create additional problems because they're not part of a comprehensive package of measures which addresses a number of inter-connected issues around the impact of housing, schooling and development on traffic flow.

Whilst there is no single silver bullet to these issues, my view is that there will actually be no satisfactory solution which doesn't include the development of a ring road which enables all of the additional traffic movements from the eastern side of the town to access both the mainline railway to London and the M11 motorway without having to pass through the town centre.

64

I would like to object to the new parking proposals.

There are 3 schools very close to Mount Pleasant. Friends school provides parking, however, RAB and STM do not. I presume that must be well over 1,000 children who need to get to school every day.

Many parents are unable to walk their children to school either because they need to get to work or live in the surrounding villages.

There are almost no parking spaces along West Road, Victoria Ave or Station Road as they are taken up by residents.

At the moment Mount Pleasant offers safe, congestion free parking for parents.

I would like to know where on earth you expect these parents to park?

What is going to happen to the area around the school when it is pouring with rain and the number of cars doubles.....?

I travel up and down Mount Pleasant Road and Borough Lane frequently and there is not a congestion problem! In fact the parked cars ensure cars cannot fly down the road breaking the speed limit (like they do in other parts of the town).

65

The change is ill considered and has no plan to deal with how parents get their children to school and it will end up creating a chaotic and dangerous parking problem around South Road.

It would be wonderful to think that residents will be listened to.

I would be grateful if you could email confirmation that this objection has been received.

Many thanks

66

Dear sir/madam

I am absolutely appalled by the plans proposed to introduce 'no waiting at any time' on Thaxted Road, Ashdown Road, Peaslands Road and Borough Lane Saffron Walden for the following reasons:

1. Congestion is only an issue for about 15 minutes a day, in term time only - and yet these proposals are for 24 hours a day, 365 days a year

2. These proposals will speed up traffic in areas which have a large number of school children traveling to school – surely increasing the potential for injury to pedestrians
3. Many residents have no parking of their own and use these roads to park. No provision appears to have been made as to where these people will park
4. No attempt appears to have been made to model the impact of these displaced residents on neighbouring roads
5. These roads are used by delivery drivers and people dropping off. No provision appears to have been made to facilitate these
6. These roads are used by parents to safely drop off at the two infant and junior schools located on South Road. These measures will displace this – presumably to nearer the school again presenting a safety risk

These measures seem extremely ill-thought out and if carried out would likely present significant safety concerns not to mention huge inconvenience to local residents.

I object in the strongest terms.

67

Dear Parking Partners

I have considered the proposed parking restrictions in Saffron Walden quite carefully but will only address the four areas with which I am most familiar.

1. Mount Pleasant Road/ Peaslands Road

I live in Springhill Road and travel often by car to my work on Shirehill so know the route quite well with the exception of the proposed no waiting during certain hours outside the Friends School Saffron Walden I oppose your other plans on the grounds they will add to the speed which traffic moves along the road. I would rather travel to work slowly than join a rat race to the junction of Thaxted Road.

2 Ashdon Road

I [redacted] Ashdon Road and my objections are the same as those in point 1 removal of parked traffic on this very straight road will speed up traffic and put pedestrians in danger.

3 Springhill Road where I live has no parking restrictions but there is a lot of non resident parking during the hours of the working week and with the introduction of your proposals the pressure on our road to will increase.

4 I attended the Uttlesford District Council meeting which discussed the application by the Keir Company to develop housing on the east side of Thaxted Road. Representatives of Essex County Council Highways Department said they would plan to make traffic take a left turn into from Thaxted Road to Peaslands Road/Mount Pleasant Road which would become one way route. Traffic would then be sent around the town's one way system and get to Shirehill by the one way Thaxted Road starting at the junction with East Street. May I ask if these parking proposals are the beginning of this grand plan.

Consulting the public by means of notices attached to lamp posts in the middle of winter is hardly consultation to my mind.

68

This proposal will only increase traffic speed and therefore accidents along these straight roads. Car parking provides a sensible throttle on excessive speed and there is no benefit removing on street parking along these roads. This is our town and we do not want you making unnecessary changes that will only make our roads more dangerous. We are small town that does not want to encourage fast driving through the town, in fact anything to discourage cars should be supported.

1. The removal of the traffic calming measures that the cars provide will increase traffic speeds in a residential area in which there are several schools and a lot of pedestrian traffic.
2. Many of the older houses in this area do not have off-street parking (or do not have sufficient off-street parking) and so the cars belonging to residents on the affected streets will have to be parked on adjacent streets which already have parking problems. I live on West Road, which has a lot of parked cars on the street belonging to those who live there. The top of South Road is likewise congested, possibly with cars belonging to the houses on Mount Pleasant. The pressures on these areas will become greater, and will spread to the surrounding streets.
3. Parents dropping off at the Friends School, St Thomas More School and the Bell Nursery need to be able to park safely in order to drop-off/collect their children. None of these three schools restricts its entry to just those living nearby. The Friends School also hosts a lot of sports events at the weekend.

I am aware that new developments on the Thaxted Road side of Saffron Walden mean that there is a need for better traffic access, but these changes will have a large negative effect on both the streets in which the parking restrictions will apply and on the surrounding area. This area contains a lot of Victorian housing, and was therefore designed without cars in mind. Saffron Walden does not have good/efficient transport links, especially to Cambridge, and car ownership levels are therefore high. Sadly, many of the long-term solutions to the traffic problems in this area would come with a very high price tag.

69

I am emailing you with regard to the proposal TRO5523/(Amendment No. 40) Order 20* and specifically the proposed removal of parking from Mount Pleasant Road.

I object to this proposal on a number of grounds:

1. **Parking.** We live in one of a number of houses on Debden Road [redacted] that has no driveway or off-street parking. Furthermore this is a listed building in a conservation area and therefore there is little possibility of getting a driveway installed. The recent installation of the signals at that junction removed all parking on Debden Road and removed several places on Mount Pleasant Road. This has severely impacted our ability to park anywhere near our house. Already we have suffered a big drop in quality of life. Our only real option for parking is now on Mount Pleasant. If you remove that parking too we have nowhere to park our car. Side streets like West Road are already completely overloaded. This would be disastrous for many local residents.

2. **Safety and Road Speed**
 Removing the parking will cause increased vehicle speeds on those roads which will endanger other road users and pedestrians. The removal of parking on Debden Road for the signals has dramatically increased car speeds and we frequently see cars drive past now at speeds of 40mph. This is dangerous and highly unpleasant in a built up residential area. We will see the same effect if this is done on other roads.

3. **No need**
 I see no valid justification for doing this. There is no upside to removing parking so why do it?

Please respond to confirm that you received my response on this proposal and please don't proceed with a change which would have a serious negative impact on the lives of people who live on these streets.

70

With regard to the parking proposals for Saffron Walden - did those who drew them up actually visit Saffron Walden? It appears that whoever thought up the proposals worked from a map or plan of the current roads. Walk the walk, check the details of use and experience the actuality as we do. Meanwhile in response to the proposals:

1. **Loss of on-street parking:** The south of the town is highly residential. The 1.2km stretch of road has parking capacity for approximately 80 cars. There are a number of flats and homes that have limited opportunities for off-street parking, including those in the Conservation Area that and those that are historically listed. Traffic Signals were installed at the Debden Rd/Borough Lane junction in 2014. This removed the last on-street parking for a number of residents, whose only parking opportunity is some distance away Mount Pleasant Rd. Allowing parking in the evenings doesn't solve the problem as some families work in the town and need to leave their cars parked on the street near their homes during the day. The proposed restrictions would remove that last opportunity and provide no alternative car park or measures that mitigate the removal of such a large block of parking.
2. **Worsened Speed and road safety:** Peaslands/Mount Pleasant/Borough Lane is the primary walking route for students in the south of the town to access the Saffron Walden County High, Friends, St Thomas More and the R.A. Butler schools. Hundreds of unaccompanied children use the pavements every school day. Today parked cars both calm traffic and provide a safety buffer that protects children. As has been seen when the parking was removed and traffic signals installed on the adjacent Debden Rd, traffic speeds increased up to 40-50 mph and drivers accelerate more when they see a green light in the distance. The proposals will make the pavements less safe and there are no mitigating measures to slow and calm traffic.
3. **Loss of Primary School access for parents:** The R. A. Butler and St Thomas More schools on South Rd have wide catchment areas and many parents drop off and pick up their children by car. Successive restrictions on South and West Roads mean that the only place for many parents to park with capacity is on Mount Pleasant and Peaslands Roads; these roads are wide and there is sufficient of parking. The new proposed daytime parking-ban on Mount Pleasant and Peaslands Road will prevent parents from parking in the last possible place they can. The proposals provide no replacement parking for parents to park whilst they pick up children from the school gates.
4. **Friends School parking not resolved:** The Friends School is a commercial business and it rents out its playing fields to local clubs on the weekends. Mount Pleasant Rd is often the busiest on Saturday and Sunday mornings when these clubs use the school. The proposals fail to address this issue.
5. **Ashdon Road Ignored:** The majority of the proposals for Ashdon Rd are valueless as they place parking restrictions on the south side of the road, where cars don't actually park today; and they remove the ability for about 30 residents' cars to park in the evening, even though there are no traffic problems at that time of day. It is difficult to improve traffic flow on Ashdon Rd because there is very limited parking on Mill Lane and many Ashdon Rd properties have little opportunity for off-street parking. ECC were unable to come up with solutions for alternative parking when they proposed parking restrictions in 2014.
6. **The wrong priorities for the Town:** The Saffron Walden Town Council undertook a large survey of the town with vehicular, cycle and pedestrian road users in 2015. This identified over 70 needed minor 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 these proposed changes were identified as major problem areas by residents. And meaningful improvements to Ashdon Rd have been completely ignored. The Town's priorities should have been the driving force for any proposing improvements to the road system. It is unclear why they have been ignored.
7. **Minor proposals have merit:** A short formal pulling-in place for traffic to pass on Peaslands Rd looks like it has merit as do the restrictions in the immediate vicinity of the Winstanley/Peaslands Rd junction. It is in the top-10 locations for incidents in the town. Little else of the proposals seem to offer sufficient benefit over the loss of parking amenity and reduction in safety.

8. Not justified

70

The stated reasons don't stack up to the size and scale of the changes, appear weak, and do not to reference any supporting evidence for their justification, including:

- **Do they allow existing traffic to flow more freely?** There is no evidence to show that a wholesale removal of daytime parking from a contiguous 1.2km of these roads would significantly improve traffic flow. There is slight queuing traffic at the lights at peak times only, but that is caused by the lights themselves and not bottlenecks elsewhere. In certain places vehicles need to pause in gaps to let oncoming traffic pass, but these are only for short periods of the day and are much less than in other areas of the town which surely should be the priority first.
- **Do they improve safety?** Whilst the Winstanley Rd/Bromfield accident record warrants some improvements to junction visibility, none of the other locations have had any reported incidents since 1995, apart from the Debden Rd lights which were signalised in 2014 to improve them.
- **Do they encourage the free flow of Large and Emergency Vehicles:** There is no evidence that these vehicles are being materially impeded today, and a 1.2km clearway is overkill for the limited number of large vehicle and emergency vehicle traffic that needs to go east-west.
- **Do they really improve residents parking:** Bizarrely NEPP claim that removing on-parking will improve parking for residents. We're scratching our heads to see how removing parking for 80 cars and not providing an alternative actually improves parking.

Whilst the proposals remove parking, increase speed and reduce safety, the overall positive benefits are unclear and not defensible. In fact there is limited justification to spend taxpayers' money when there is little upside and lots of downside, especially when there are a number of other more pressing highways priorities that have been identified for any investment first

71

To whom it may concern,

As a resident of South Road in Saffron Walden, I want to register my concern with the latest parking proposals and urge the council to think more creatively to develop a positive solution that works for residents, town visitors and particularly parents dropping off their children at local schools.

My main concerns are as follows:

71

- Road safety: due to poor road planning in the town many large lorries and cars have to use largely residential roads such as Ashdon Road and Peaslands / Mount Crescent Roads to navigate the town. The parked cars on these roads act as a natural barrier to prevent speeding and I am very concerned that removing this, with no other traffic calming measures in place, would cause traffic to speed up and put road users and pedestrians at greater risk.
- Lack of alternative parking options for school drop offs: as a resident of South Road we already have a huge problem during school times with lack of suitable spaces for parents to drop off their children. I am regularly blocked into or out of my home by too many parked cars on South Road and that is with the current allocation of spaces on surrounding roads. As I'm sure you're aware, for many parents driving to near the school gates is the only solution - they travel from the villages or have to go straight onto a job from drop off. Where are they meant to park if you remove the parking spaces on these roads? There needs to be a sensible, workable alternative option if you are to take away yet more parking spaces.
- Residents parking: you offer no sensible alternative to the many residents who rely on on-street parking. Where are they supposed to park once the changes come into effect?

My biggest issue with the proposals is that the current plans do not offer a solution, they simply push the problem to elsewhere in the town and create new problems by speeding up traffic and reducing safety. We desperately need strong leadership to deliver a clear strategy that addresses a wide range of transport and infrastructure problems facing the town rather than dealing with individual problems in a piecemeal, unstrategic way.

I am sure you will agree that when national news outlets, such as BBC Radio Five Live this week, come to report on our town as an example of huge local infrastructure problems it is highly embarrassing and frustrating both to the residents and to the council itself.

I hope you take onboard these comments and look forward to getting an update on your plans.

72

Hello

I am [redacted] Saffron Walden, Essex, [redacted]

I have seen the notices about the proposals to severely restrict parking and create an urban clearway between Thaxted road and London Road in Saffron Walden. I am very concerned about this. A lot of pedestrians use this road and the parked cars, however annoying to the traffic, do slow it down. There are only 2 assisted crossings on this road and with the traffic flowing faster it will make it harder to cross the road.

If you are going ahead with this idea, which I hope you don't, I would want to be reassured that there would be extra traffic calming measures added to the road as well as more pedestrian crossings. I feel once again that the need of traffic is always considered more important than those of pedestrians.

Yours sincerely

73

I am writing to object in the strongest possible terms to the proposed parking restrictions.

One of the many undesirable effects would be to increase traffic speed along roads that divide the centre and south of Saffron Walden. Almost every school in the town, including infants, primary, and one of the largest secondary schools in the country are located on or close to one of these roads. There are very few crossing places protected by traffic lights or zebra crossings. Many very busy pedestrian routes to schools from their key catchment areas have none, so pupils, many unaccompanied, have to cross at unprotected places.

Removing parking places may increase the speed of traffic but significantly increase the risk of being hit by a vehicle being fatal. At 20mph, most pedestrians survive being hit by a vehicle. At 30mph only 50% survive. At 40mph a collision is almost always fatal. Survival rates of children are lower. My children attend schools in Saffron Walden, and use these routes.

Winstanley Road is used as an alternative route from Debden Road to Thaxted Road. As many houses have off street parking there are fewer cars parked on the road, and I regularly see vehicles being driven there at 40mph and above. I fully expect the same to happen on Peaslands Road and Mount Pleasant Road. Children, reasonably, expect to feel safe crossing at the existing zebra crossing. Aside from the fact that more crossing points are needed already, few children can judge the speed of traffic reliably, and may well step onto the crossing into the path of cars driving at lethal speeds, believing themselves to be safe. Traffic light controlled crossings are very much safer for children to use unaccompanied.

It is incomprehensible that any responsible authority would consider making the changes suggested when they would increase the risk of serious injury or death to so many children.

74

I would like to complain about the above urban clearway proposal that UDC are proposing along London Road through to Thaxted road in Saffron Walden .

UDC are proposing to create what in effect is a "North Circular " ring road around Saffron Walden which is completely out of keeping with the town and the local road network which already struggle to cope with the size of lorries and extra traffic using them already.

The roads they are intending to use are all residential and highly populated and have 3 schools within the local vicinity plus are also the main thoroughfare roads and footpaths to Saffron Walden County High School that the older children walking to school.

It seems much safer to me to allow parking along these roads which in effect calms down the speed that traffic flows around these urban pedestrian areas and slows everything down around town ,especially at certain times of day when the School footfall is at its highest.

I believe that creating a fast urban clearway along these roads would be very dangerous to the pedestrian traffic and school children that constantly use the area and would lead to casualties and possibly even deaths going forwards if an urban clearway is createddoes ECC want this ?

Please keep me informed of any developments to this ill-conceived scheme which actually does nothing for the local people that live and use the pavements and roads being proposed for the clearway and is extremely dangerous for the school children that do actually use the roads/pavements daily due to the faster traffic it would create along with all the extra pollution and its associated health problems as well.

If UDC/ECC want an urban clearway then they should build a proper well-conceived by-pass using the farmland around Saffron Walden , connect Radwinter road with Thaxted road and then Thaxted Road with Newport Road rather than push one through the middle of the urban heritage part of town where it is highly likely to kill someone at some stage just because it's the cheapest option .

75

We are residents of Saffron Walden and three of our children attend St Thomas More, on South Road adjoining Mount Pleasant road. I understand that you are proposing to put double yellow lines along this road. This is a badly thought out plan. There are currently no provisions to park or drop off the children at school. South Road has no restrictions, which means that residents use it leaving no room for cars at school times, in any case there is not enough space. With a second, larger primary school being just down the road, adding to the misery. By

pushing people off Mount Pleasant Road you will cause chaos! Please come and stand on the South road in the mornings, and at school pick up, it is already mayhem and very dangerous for the children! You WILL make it worse. Unlike Mount Pleasant road where there are cars held up but in an orderly fashion and not for long. I know this as we are in the area everyday. The parked cars are there for only a very short period of the day, and they actually slow the traffic down, which I feel makes that road safer. Under your plans it will be made into it a very fast road. The police in Saffron Walden do not do speed checks. Before implementing this plan, make sure you have made provisions for this problem. We do walk on good days, we are about 30 mins away, but as you know it is ridiculous to expect that everyone can do this everyday. It is like asking you to park 1 hour away from your work place and be at work for 9! Parking for the school drop off needs to be close to the school. I can only think you made these plans while in the pub as they really are quite silly without considering the adjoining roads. Maybe planners for Saffron Walden are building too many houses, without infrastructure making the problems worse! I have never seen anyone on this road collecting information from the people who use it, maybe you should come and see us at a school drop off to talk to parents and road users.

76

I write as [redacted] of St. Thomas More School, South Road Saffron Walden to inform you that we object to the proposal listed above.

The proposals will have an adverse effect on our school. We object to these proposals for a number of reasons, and would like to point out that we have not been formally consulted before the proposals were put forward, and wish to be before any proposals are moved forward.

The St Thomas More schools has a very wide catchment area which includes a large number of villages with either limited or no public transport that would allow children to get to the school. The age of most of the children would also mean that public transport is unsuitable. School transport cuts mean that many of the school transport services have stopped - even for those who can afford to pay for their children to use these services. As a result, many parents drop off and pick up their children by car as there is no choice but to do so. Successive restrictions on South and West Roads mean that the only place for many parents to park with capacity is on Mount Pleasant and Peaslands Roads; these roads are wide and there is sufficient of parking. The new proposed daytime parking-ban on Mount Pleasant and Peaslands Road will prevent parents from parking in the last possible place they can. The proposals provide no replacement parking for parents to park whilst they pick up children from the school gates.

These proposals discriminate against the ordinary rural Catholic people, who will now have the last cost effective method of transporting their children to the only Catholic school in the area removed from them. They then have no choice but to attempt to get into the already oversubscribed village schools. As a result the class sizes swell and the children receive a poorer education. I regularly have parents from a wide area

tell me that they would love to send children to St Thomas More school, but can no longer get them there. These proposals will make the situation even worse and underline the lack of support for education as it takes its place in a long line of diminishing services behind the unsustainable development of our town with no thought to the underlying infrastructure.

Please would you allow us the common courtesy of being consulted in changes which so drastically affect our school, our faith and our way of life.

77

To express concern about the parking proposals in Saffron Walden. I'm concerned about the speed of traffic and the lack of parking.

78

I wish to object to the proposal to remove some 80 parking spaces from Peaslands Road, Mount Pleasant Road and Borough Lane in Saffron Walden, a town in which provision for parking is already woefully inadequate.

The proposal would appear to attempt to create some kind of urban clearway from Thaxted Road to London Road. Being a main route for children to attend a number of schools it should be clear to any planner that any proposal to make it an urban clearway would be totally inappropriate and would substantially reduce safety for vulnerable pedestrians.

I suspect that this is part of the entirely ill-conceived plan to route all traffic, including heavy goods traffic, coming from the Thaxted direction through the centre of the town in order to get to Shire Hill. A more ludicrous proposal it would be hard to imagine.

I understand that this proposal is said to improve parking for local residents. Can you please explain the logic behind this? Removal of the very spaces where the local residents currently park would not appear to be an improvement to me and, I suspect, not to the affected residents either.

There is an unfortunate, but rising, tide of dissatisfaction with, and mistrust in, those in public service. With them being responsible for proposals like this one, it is not hard to understand why.

78ii

I now discover that, following a request under the Freedom of Information Act, there is no evidence whatsoever in support of this proposal and that you have not even abided by your own approval processes by gaining the endorsement of the Saffron Walden Town Council for this proposal. I repeat my total opposition to this.

I also repeat, I hope with greater emphasis, my comments about there unfortunately being little public trust in politicians or public servants. Confronted with behaviour like this, I am surprised there remains one scintilla of it. I think you should all take a good, long, hard look at yourselves.

79

I am writing to you after reading and hearing about your proposals on removing street parking along Peaslands Road and the surrounding roads.

I far from agree that this is a good idea. I am a local children's worker and we are situated on Peaslands road. By putting a parking ban along there you are putting our children at risk with the speed that the cars will decide to take down this road, regardless of the speed limit being 30 mph.

Alongside this it will force our parents to have to park further away in order to collect their children if there is an influx of parents in our carpark, this will therefore be putting the children at risk especially in the evenings when it is dark and parents have multiple children to deal with.

I ask that you re look at this proposal and listen to the vast amount of voices that are against the proposal.

80

I refer to the Notice dated 28th January headed The Essex County Council (Uttlesford District) (Permitted Parking Area and Special Parking Area) (Amendment No. 40) Order 20** which affects me as a resident of [REDACTED] Saffron Walden [REDACTED]

I write to object to the proposed Orders, in particular in relation to Peaslands Road and Mount Pleasant Road. The removal of parking from these roads, opening a long, wide and almost straight two way road, will result in drivers regularly exceeding the speed limit. My experience is that this already happens at night and at weekends when the road is almost empty of parked cars. During term times the road is walked along by hundreds of children from the County High School and the two primary schools in South Road. Without the traffic calming and barrier provided by parked cars I believe they will be endangered. Children can be careless. I am particularly concerned about the safety of primary school children who are more likely to act unpredictably and are so often accompanied by a parent with younger siblings to watch out for as well. Furthermore a collision between speeding vehicles could result in tragedy.

I therefore urge that if this plan does go ahead the speed limit should be reduced to 20 mph .. and enforced.

81

Having lived in this town for a total of over 60 years, we are against these parking proposals.

They are not required as traffic flows at a reasonable, safe speed most of the time.

Parking for schools & delivery vehicles is essential.

Saffron Walden Town Council survey in 2015 identified many minor proposals which would have a much better effect.

82

I want to protest against the removal of on-street parking along Peaslands Road/Mount Pleasant/Borough Lane in Saffron Walden on the grounds that it will create a 'rat-run' in a residential area where children live and walk to schools. It will increase the problems parents have parking when taking children to school and overload unacceptably other side roads.

I have heard about the proposed urban clearway through Saffron Walden.

I strongly object to this, these are residential streets, in an area already overcrowded with parked vehicles.

Such a clearway will cause a significant number of vehicles to look for parking in the adjacent street, which cannot safely absorb an increase.

Recent local development with insufficient parking areas, has caused a massive increase in on street parking over the passed 3 years, this new proposal will make it even worse.

83

I would like to register my concern at the proposals to restrict parking even further along roads in Saffron Walden. Any benefit from creating a clearway would be counteracted by more speeding cars and lorries.

Parked cars act as traffic calming

We need space to park cars, especially when properties have no available space to provide a pull in. No alternative residents' parking is being offered to those people affected who cannot provide on-site parking at their properties.

Saffron Walden is an old market town and many houses were built before the invention of motorised transport; therefore residents have no choice but to park on the road. To prohibit people from parking outside their own properties may result in people who need parking having to sell their properties.

We have to recognise that we are in the 21st century and most families own cars these days.

How can we sustain a town where residents and visitors to it cannot park their cars easily? It is a fact of life that many parents drop their children off at school by car - we should be looking at ways to make it easier and less stressful for them to do so, not more difficult. Many of them have an onward journey to work themselves.

With new housing developments there is opportunity to look at the planning stage to create parking for new houses, but this is an old town and people who live in the older properties are being penalised because they cannot park within their own property boundary due to lack of space and now it is proposed that they cannot park on the road outside either.

I realise that we do not own the roads outside our properties but we do pay road tax, insurance and Council Tax and need to be able to park somewhere!

The traffic lights and parking restrictions which were installed in Debden Road in 2014 have done nothing to improve highway safety. As a resident in this road, I have seen that traffic speeds up and down the road much faster than pre-lights, as motorists see a green traffic light and are keen to get through before it turns colour. I have also noticed more impatience and horn honking from people stuck at the traffic lights. What we miss now on Debden Road is what we used to have and that is road manners where there was 'give and take' and parked cars to create traffic calming and reduction of speed.

If these proposals go ahead along London Road, Borough Lane, Mount Pleasant Road, Peasland Road and Ashdon Road it will create a race track around the town. Where will all those cars park? It is high time more consideration was shown to the residents who own the older style houses and have no option but to park on the street.