

# BRAINTREE DISTRICT LOCAL HIGHWAYS PANEL



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## AGENDA

**Date:** Monday 10<sup>th</sup> September 2012

**Time:** 6.00pm

**Venue:** Council Chamber, Causeway House, Braintree, CM7 9HB

### Membership:-

Essex County Council	Braintree District Council	Braintree Assoc of Local Councils
Councillor D Finch (Chairman)	Councillor J Abbott	Councillor J Bendall
Councillor J Baugh	Councillor M Banthorpe	Councillor J Clark
Councillor M Lager	Councillor R Mitchell	Councillor M Fincken
Councillor J Pike	Councillor R Walters	Councillor A Hayward

1. **Apologies for Absence**
2. **Declarations of Interests.** To declare the existence of any interests relating to items on the Agenda having regard to the Code of Conduct for Members and having taken appropriate advice (where necessary) before the meeting.
3. **Minutes.** To approve as a correct record the Minutes of the meeting of the Braintree District Local Highways Panel held on 31<sup>st</sup> July 2012 (copy previously circulated).
4. **Matters Arising.** To consider matters arising from the Minutes which are not covered on the Agenda.
5. **Question Time.** (See paragraph on Page (ii) of the Agenda)
6. **Prioritisation Criteria for Schemes - Value for Money.** To consider the attached report. (Page 1)
7. **Schemes for Consideration by the Panel.** To consider a schedule of schemes (copy previously circulated)  
(A copy of the schedule of schemes is available on Braintree District Council's web site. An updated schedule will be available at the meeting).

#### Safety Schemes

Improvement schemes

Small works

Bus stop / route improvements

School crossing patrol sites

Congestion (Essex Intelligent Traffic Systems

Public Rights of Way

Cycling schemes

8. **Manor Street, BRAINTREE – Amended Parking Restrictions.** To consider the attached report. (Page 3)
9. **Highway Rangers - Budget.** To determine expenditure of the budget.
10. To consider any other items which the Chairman has decided are urgent.
11. Potential Dates of Next Meetings – To agree the following dates:
  - Thursday, 22<sup>nd</sup> November 2012
  - Thursday, 17<sup>th</sup> January 2013
  - Thursday, 14<sup>th</sup> March 2013
  - Thursday, 16<sup>th</sup> May 2013

## **QUESTION TIME**

Immediately after the Minutes of the previous meeting have been approved there will be a period of up to 30 minutes when members of the public can speak for up to three minutes each on items on the Agenda. Members of the public wishing to speak should contact the Council's Member Services Section on 01376 552525 or e-mail [alison.webb@braintree.gov.uk](mailto:alison.webb@braintree.gov.uk) prior to the meeting. Members of the public can remain to observe the whole of the public part of the meeting.

### **Health and Safety**

Any persons attending meetings at Causeway House are requested to take a few moments to familiarise themselves with the nearest available fire exit, indicated by the fire evacuation signs. In the event of a continuous alarm sounding during the meeting, you must evacuate the building immediately and follow all instructions provided by a Council officer who will identify him/herself should the alarm sound. You will be assisted to the nearest designated assembly point until it is safe to return to the building.

If you require any further information relating to this Agenda, or wish to forward your apologies for absence, please contact Alison Webb on 01376 552525 or email [alison.webb@braintree.gov.uk](mailto:alison.webb@braintree.gov.uk)

**A PEACE**  
Member Services Manager

(The last page of this Agenda is numbered 24)

## Prioritisation Criteria for LHP



The following criteria have been used to prioritise the schemes across the various disciplines:

### Improvement Schemes

All schemes prioritised by the strategic criteria identified within the Local Transport Plan (these have been identified as criteria to enable a simple appraisal of a scheme's alignment to the HST / ICS / EssexWorks objectives).

- Improves connectivity of development / regeneration areas (Weighted)
- Reduces journey times / improves reliability along major urban / inter urban routes (Weighted)
- Reduces the incidence / severity of collisions (Weighted)
- Increases the availability / awareness of travel choice
- Improves interchange between modes / services
- Reduces CO2 emissions
- Improves the management of freight
- Reduces travel impacts on the natural / built / historic environment
- Improves public perception of safety
- Protects the value of existing assets
- Improves asset safety / standard / resilience
- Improves journey experience
- Improves travel options for those with disabilities / mobility constraints
- Improves access to further education / jobs / services for those at risk of isolation
- Promotes healthier lifestyles
- Improves the quality of public spaces
- Improves access to strategic road network / major rail interchange
- Increases role of voluntary / charity sector in transport service provision
- Responds to a priority identified through public consultation

### Bus Stop Improvements

Prioritisation ranked by:

- Safety and Security
- Accessibility - physical accessibility and using the bus as a means to access key services (healthcare, education, etc)
- Punctuality & Congestion
- Customer Environment - making bus travel more comfortable for existing and potential customers

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## **EssexITS**

Scheme identified and prioritised by Five Year Road Map, based on the following criteria.

- Revenue Cost: Cost of item per annum including communications (and power ?) costs
- Work Type: An indication of the type of work, number does not indicate preference just identification
- Congestion:
- Customer information:
- KSI / Safety:
- Carbon reduction:
- VFM:
- Equipment Reliability: Contribution to the a more reliable asset

## **Safer Roads**

Prioritisation based on quantifiable collision history (intervention level based on four injury collisions in the most recent three-year period).

## **SCP**

Prioritisation based on

- Duty of care to ECC employees working in the road (weighted)
- Volume of pedestrians
- Volume of traffic

## **PROW**

Prioritisation based upon:

- To meet legal criteria such as the Equalities Act or where new routes have been added to the Definitive Map by legal process
- To improve important links in the PROW network and to help access key services
- To have the greatest impact on the greatest number of users, particularly the more vulnerable

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**10<sup>th</sup> September 2012**

**Amended Parking Restrictions Manor Street Braintree**

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**1. Purpose of Report**

- 1.1** To seek the Local Highways Panel's agreement to fund the cost of implementing a revised parking scheme in Manor Street Braintree for residential and business use.

**2 Background**

- 2.1** Manor Street, Braintree, is a one-way street in the Town Centre which has a mixture of residential properties and small businesses.
- 2.2** A number of Traffic Regulation Orders (TROs) have been introduced over the years, along with various signs and road-markings which conflict with each other. These are adversely affecting local residents and particularly small businesses, which are losing trade as a result of no parking outside their premises.
- 2.3** There is also a prevalence of residential dropped crossings on both sides of the road that is contributing to the shortage of on-street parking. This option is not available to some of the business premises as they do not have a forecourt. It could also be argued that the development of these crossings actually contributes to the pressure on on-street parking.
- 2.4** Local residents, particularly the business community, have been campaigning for the past two years for the existing TROs to be reviewed and for a new scheme to be introduced that meets everyone's needs and allows them to trade in a very difficult economic period. The Council fully supports this approach as part of its Backing our Towns programme.
- 2.5** This issue was raised with Essex County Council who acknowledged that the existing TROs were conflicting and agreed to review these and implement new ones. As part of the transitional arrangements from one organisation to another, ECC agreed to complete any scheme in their possession prior to 1 April 2012 including Manor Street. From 1 April 2011 all new TRO requests would be managed by NEPP on behalf of ECC and agreed through the Joint Committee structure.
- 3 Current Position**
- 3.1** ECC produced a report on Manor Street (Appendix A) which included two options. This was discussed with Braintree's Cabinet Member (Place) and Local Ward Members who favoured Option B, as they considered this provided the best solution in addressing the various parking needs. ECC was asked to proceed with implementing the new TROs.

**3.2** ECC's budget for TROs was transferred to the NEPP on its creation and whilst funding has been found for some outstanding schemes, including Moat Farm Witham, it does not have any funding with which to deliver the one at Manor Street. A backlog of existing schemes, along with new requests for TROs across the NEPP, means that Braintree is now competing with 5 other Districts/Boroughs for the limited funding that is available. No provision was made for Manor Street on the basis that it was a scheme that pre-dated the NEPP and ECC would fund it. The cost is estimated at £15k. An alternative suggestion for funding is to ask the Local Highways Panel to agree 'one off' expenditure from its 2012-13 budget.

#### **4 Consideration**

**4.1** There is a high level of public expectation that the scheme at Manor Street will be delivered; local businesses have made representations to Brooks Newmark MP and various Members at Braintree District Council.

**4.2** Had it not been for the creation of the new NEPP and the transfer of responsibility for TRO's from ECC to the Partnership, this scheme would almost certainly have been well underway.

**4.3** If the scheme is referred to the NEPP Sub-Committee for a decision, there is no guarantee that funding will be made available in the near future, depending on other priorities for Braintree as well as those in other District and Boroughs.

#### **5 Recommendation**

**5.1** The Local Highways Panel is asked to approve 'one-off' capital funding of £15k from the 2012-13 budget, to allocate to the NEPP to allow the Manor Street scheme to be progressed without further delay.

Paul Partridge  
Head of Operations

13 July 2012

Manor Street

Parking Review Report

Prepared by:

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Traffic Engineer Network Management & Enforcement

County Hall

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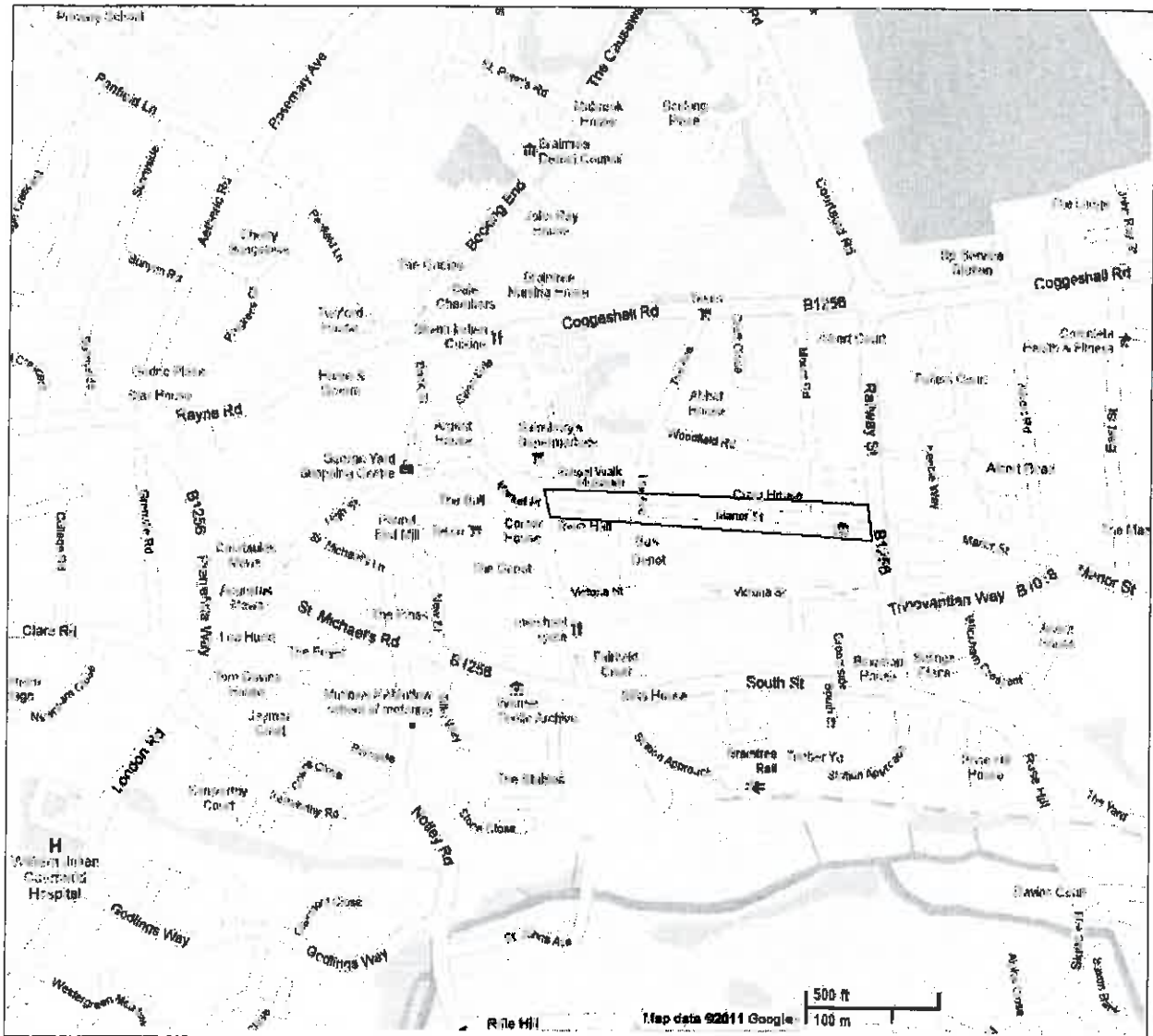


# 1. Background

## 1.1 Existing Site Details and Problems

### 1.1.1 Site Map

Figure 1



1.1.2 Manor Street in Braintree is a mixture of homes and small businesses providing access to the bus station, taxi rank and is one of the routes to the nearby railway station and main shopping area.

1.1.3 A Residents Parking scheme has been in place for a number of years comprising of Resident Permit Holders Only bays and mixed use-residents and limited waiting bays with limited waiting between 8 am and 6 pm and Resident Permit Holders Only outside these hours.

1.1.4 The current parking provision is in the form of two main blocks: The limited waiting bay covers most of the southern side of the street encompassing a

Bus Stop Clearway cage and a single disabled bay. The exclusive Resident Permit Holders Only bay is on the northern side of the road but runs across shop frontages as well (see *Figure 3* below).

- 1.1.5 The current restriction on the northern side means that customers cannot park in front of shops at any time forcing them to take chances and resulting in a number of parking tickets issued for parking on the Resident Permit Holders Only bay with no permit.
- 1.1.6 The implication of the current restrictions in force is that resident permit holders are allowed to park for one hour only with no return within 3 hours between 8 am and 6 pm on the mixed use bays. These constitute more than half of the parking space provided and the situation is exerting pressure on the northern side Resident Permit Holders Only parking bays (see *Figure 4*).
- 1.1.7 The asymmetrical nature of the parking space allocated for residents parking has had a negative effect on the street scene as evidenced by the dropped kerb crossovers for front garden parking prevalent on both sides of the street.
- 1.1.8 The dropped kerb crossings are too many and have exacerbated the parking situation by creating potential points of conflict between cars parked inside the demarcated parking bays and residents intending to pull out of or into their front garden parking spaces.
- 1.1.9 To try and avert the conflict, dropped kerb white bar advisory lines have been used inside the demarcated parking bays in contravention of the two road markings' directions for use. This has happened on both limited waiting and residents only bays.
- 1.1.10 Since the dropped kerb white bar advisory lines are non-enforceable their use inside parking bays in non-prescribed manner could affect the enforcement of the parking restrictions instead.
- 1.1.11 Businesses with no backyard parking space are complaining because of lack of suitable parking spaces in front of their shops for customers and for loading allegedly leading to poor business performance.
- 1.1.12 The businesses worst affected by the lack of off-street parking are restaurants because their daily business peaks after 6 pm—the current cut-off time for the 1 hour limited waiting parking bays which also is the most likely time when many resident permit holders arrive back home.
- 1.1.13 The problem for evening restaurant customers was highlighted in a written complaint by the landlord and restaurateur for Number 82-82a.
- 1.1.14 Blue Badge holders are (reportedly) parking and overstaying in limited waiting bays during the day further constricting the parking space available for potential customers.

- 1.1.15 A number of signs and road-markings appear to be conflicting with each other and the Traffic Regulation Orders in force affecting enforcement efforts.

## **1.2 Site Constraints**

- 1.2.1 The town centre location of Manor Street means that there is need to supply diversified parking space biased towards public transport including bus stops and taxi ranks.
- 1.2.2 The presence of dropped kerbs on the street means that the existing parking bays have to be split up, further reducing the potential on-street parking space that can be provided.
- 1.2.3 The parking bays outside Craig House have wide-angled splays which reduces slightly the number of parking spaces available at that location.

Figure 2

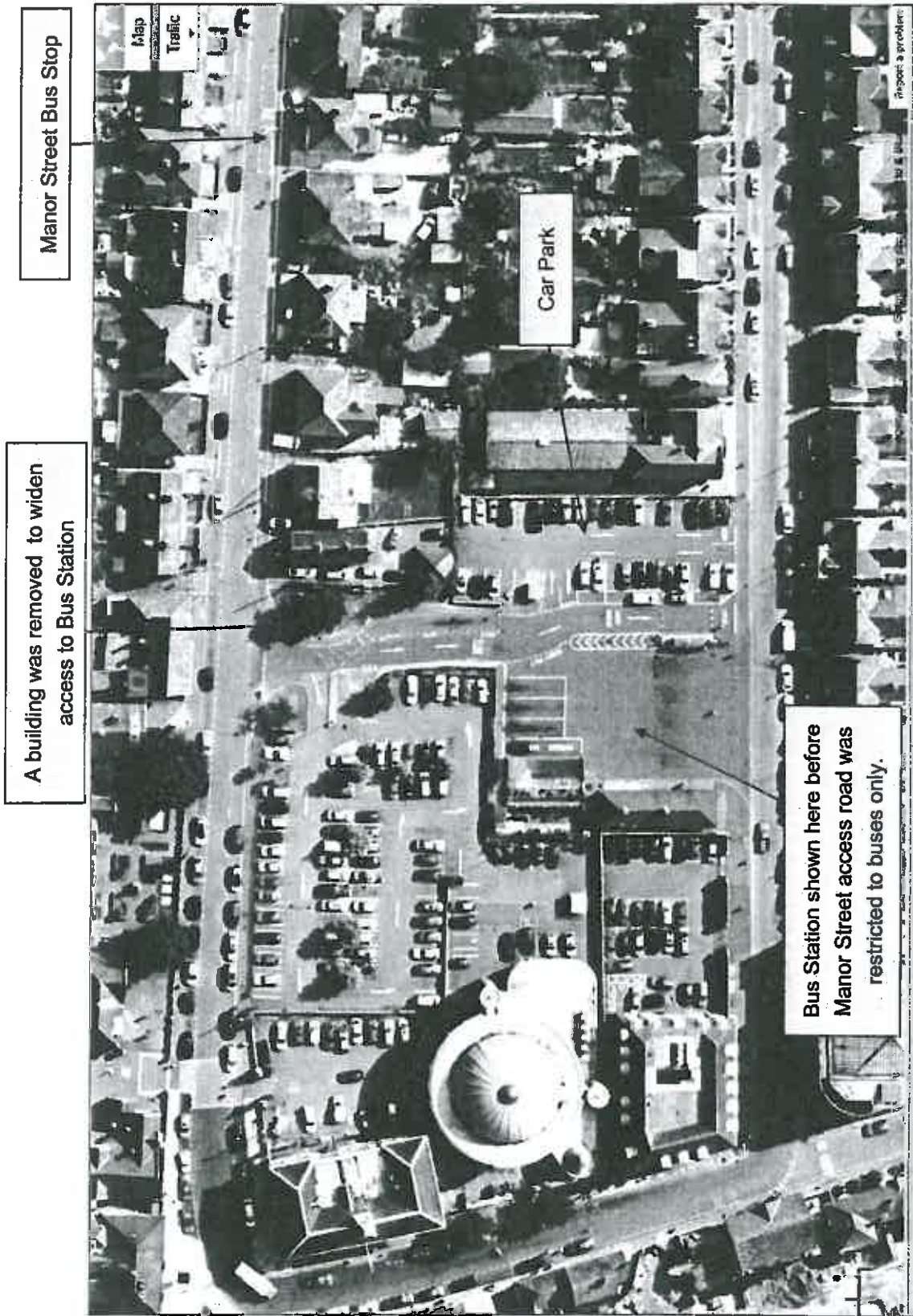
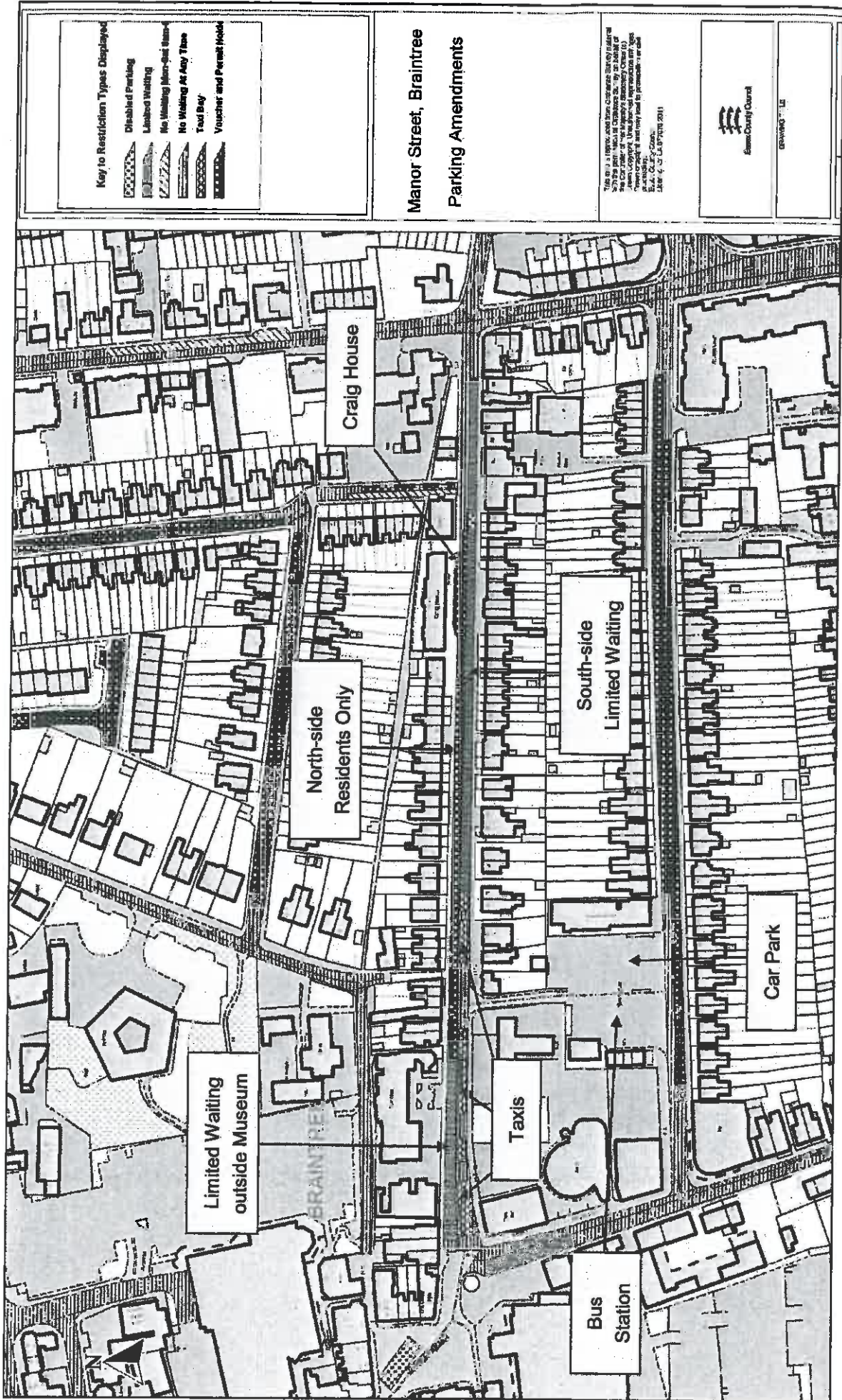




Figure 3

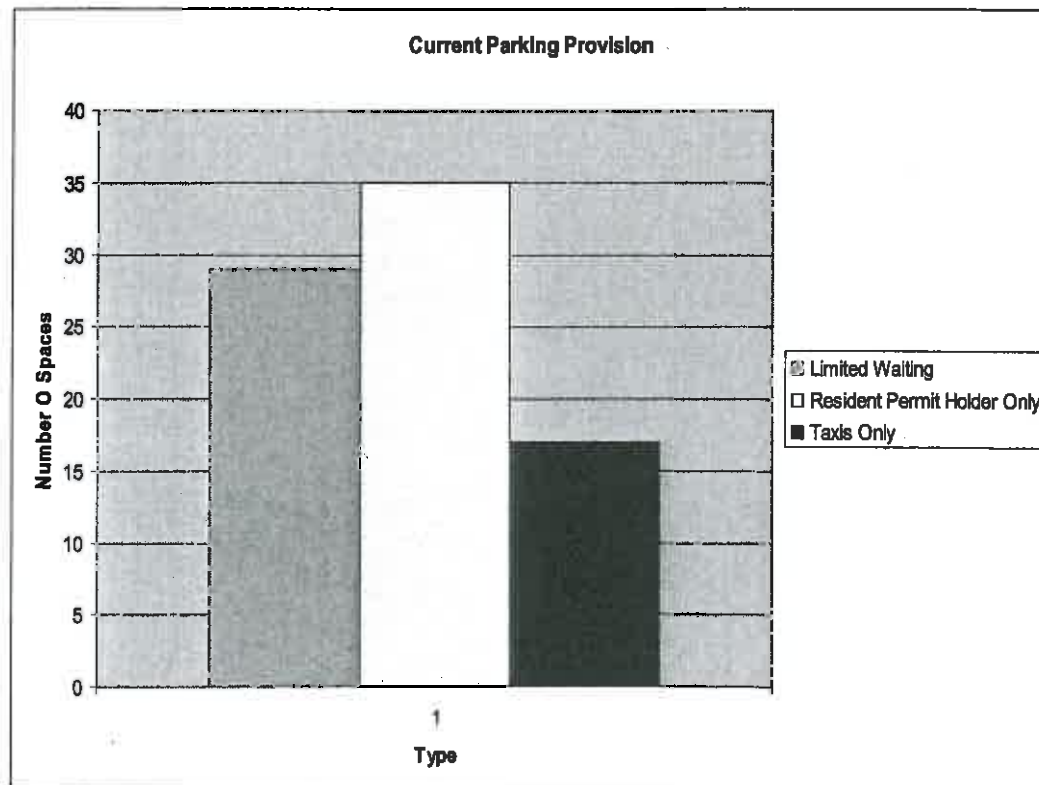


## 2. Current Parking Provision Analysis

### 2.1 Existing Parking Provision

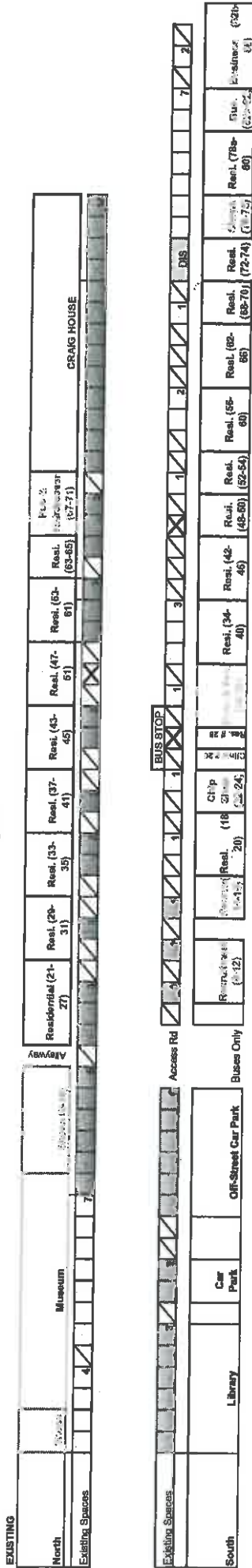
2.1.1 Figure 4 below shows the three main types of parking available in Manor Street.

Figure 4



2.1.2 Figure 5 below shows the prevalence of dropped crossings on both sides. This could be interpreted as a result of the severity of the shortage of on-street parking space for local residents. However, this option is not available to some of the business premises affected because they do not have a forecourt. It could also be argued that, the development of these crossings actually contribute to the pressure on on-street parking.

Figure 5



Key:

- 30 Limited Waiting Mon-Sat 8am-6pm 1 Hour No Return 3 Hours All Other Times Zone 3 Resident Permit Holders Only
- 35 Resident Permit Holders Only Zone 3
- 17 Taxi Bay
- Dropped Kerb
- Space too short for parking bay

NB: A parallel parking bay size for cars of 6 metres was used for assessing and designing the parking space available as recommended by the ECC Parking Standards: Design & Good Practice. For the angled parking outside Craig House a parking bay size of 2.4 metres wide by 4.8 metres long was used.

### 3. Site Observations

Figure 6



- 3.1.1 Front garden parking appeared not to work at all for two-car properties. Two cars in the photo are overhanging the footway in a prohibited manner making them liable for parking enforcement penalties, *Figure 6*.

Figure 7



- 3.1.2 Residents Permit Holders Only parking bays in front of shops were found generally empty during the daytime visit, *Figure 7*.



*Figure 8*



3.1.3 The Taxis only bays appeared well used and sufficient, *Figure 8*.

*Figure 9*



3.1.4 Craig House: The un-divided wide angle splayed parking bay causes confusion to motorists as to the right parking orientation resulting in the installation of these non-prescribed signs that could affect enforcement, *Figure 9*.

*Figure 10*



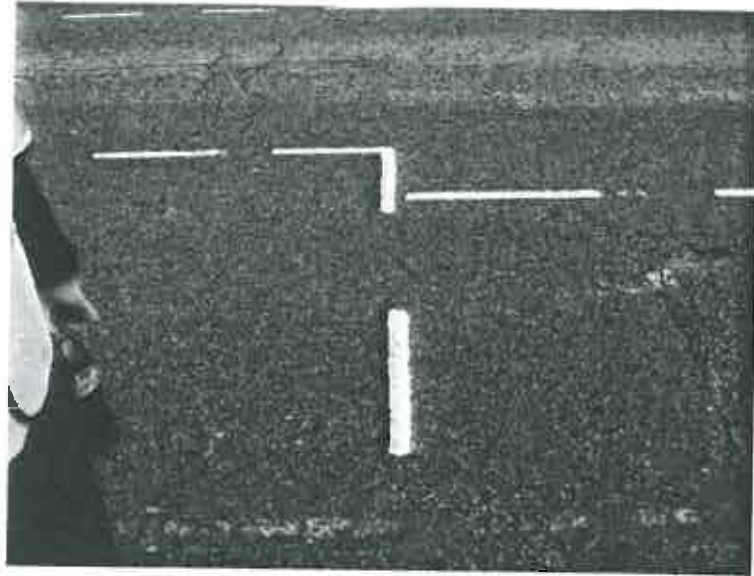
- 3.1.5 Improved access to bus station makes the bus stop provided close by in Manor Street appear un-necessary, *Figure 10*.

*Figure 11*



- 3.1.6 Existing signs not consistent with Orders: In this example Permit Holders only is meant to be Zone 3 Resident Permit Holders Only.

*Figure 12*



- 3.1.7 **Non-prescribed Road Markings:** In this example there is no termination for the limited waiting parking bay.

*Figure 13*



- 3.1.8 **Some shops like this hair salon that have a forecourt end up blocking the footway due to over use. This scenario also highlights the problem of dropped kerbs within parking bays.**

*Figure 14*



- 3.1.9 Pedestrian safety compromised: With the footway completely blocked, residents are forced onto the vehicle carriageway in this busy street which is a major bus route leading into the bus station.**

*Figure 15*



- 3.1.10 The resident's car parked in the front garden appears to be blocked by the one legally parked on the limited waiting bay but this maybe a case of both vehicles belonging to the same household.



- 3.1.11 In this photo white bar dropped kerb advisory markings run across a redundant crossover inside a limited waiting bay.



## **4. Summary of Parking Problems**

- 4.1.1 The parking provision is not matched to type of property use i.e. residential or business use.
- 4.1.2 The limited waiting bays could easily be mistaken to be for 24-hr residents parking when they actually allow only 1 hour of parking with no return within 3 hours between 8 am and 6 pm.
- 4.1.3 Parking bays for both limited waiting and residents have not been re-marked to accommodate the dropped kerbs creating potential points of conflict between residents and other parking bay users.
- 4.1.4 No parking space allocation for business permits and loading.
- 4.1.5 The limited waiting bays operation time does not include the after 6 pm peak-time for restaurants when the limited waiting bays are designated to be occupied by resident permits holders only.
- 4.1.6 Blue Badge holders are (reportedly) parking and overstaying in limited waiting bays.
- 4.1.7 A number of signs and road-markings are conflicting with each other and the Traffic Regulation Orders in force and could affect enforcement efforts.
- 4.1.8 The parking bays outside Craig House have wide-angled splays which slightly reduce the number of potential parking spacing available at this location.
- 4.1.9 Vehicles are overlapping front garden parking onto the footway especially for big cars or two-car properties forcing pedestrians onto the busy carriageway.
- 4.1.10 Residents permit holder only parking bays in front of shops is underutilised during daytime.
- 4.1.11 Non-compliant road-markings could cause confusion and negatively affect enforcement.

## 5. Design Objectives

- 5.1.1 The provision of car parking provides the opportunity to use it as part of the strategy to promote sustainable transport. Local authorities are expected to promote sustainability through encouraging modal shift and the use of alternative forms of travel to the car; mainly public transport, walking and cycling according to the Essex County Council Parking Standards: Design and Good Practice, 2009.
- 5.1.2 The above policy could be used to explain the current parking strategy in Manor Street where the emphasis is on limited waiting on a street well served by a bus stop, the nearby bus and railway stations and taxi rank.
- 5.1.3 However, the mixed use of the properties on the street requires a cautious approach to implementing any solutions because the need for greater control of parking has developed (in part) as a result of the growth in the ownership and use of private cars by residents. This puts residents' needs at the heart of any solution. Whilst the provision for vehicle parking should be considered within the context of individual mobility needs, other factors such as the degree of accessibility by public transport, the volume of traffic on the street and the economic viability of the small businesses in the area should not be ignored.
- 5.1.4 The above-mentioned document suggests that parking standards for residential properties should be determined by the number of bedrooms the dwelling has. A property with two bedrooms or more should be allocated a *minimum* of 2 parking spaces (Use Class C3). However, according to the same guidance, the reduction of parking standards may be considered in main urban areas where access to public transport is good such as on Manor Street. Therefore, 1 space per dwelling could be considered as an appropriate level for parking provision in this case.
- 5.1.5 The same guidance recommends a *maximum* of 1 vehicle parking space per 5 square metres of floor space for Use Class A3 (restaurants and cafes) and Use Class A4 (drinking establishments). The restaurants identified are located at 22-24 and at 82-82a with the only pub located at 67-71 Manor St.
- 5.1.6 The guidance for Use Class A5 (hot food takeaways) and Class Use A1 (shops) is 1 space per 20 square metres of floor space. The takeaway shops are concentrated at 9-19 with some shops at the western end by the museum: A private clinic is at 26, hair saloons at 32 and 67 and at the east end-76-78 are properties being used for business.
- 5.1.7 The space recommended for the rest of the businesses properties is a maximum of one space per 30 m<sup>2</sup> of floor area. These are located next to the bus station entrance from 8-16 and at 82b-86.

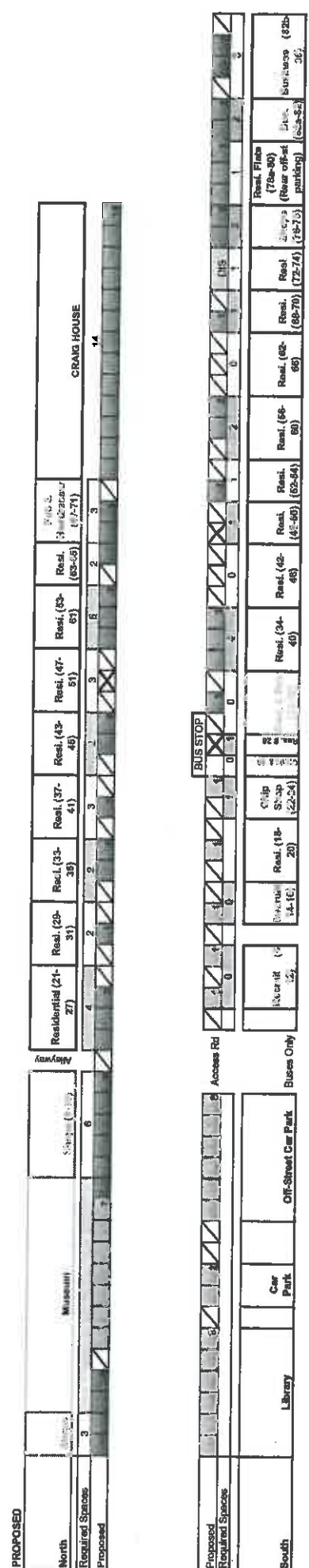
- 5.1.8 Given the recommendations above, the fact that the guidance allows for lower provision in town centre locations and the average shop floor area approximated to be 24 square metres, all the commercial properties identified would qualify for 1 space each since the. However, some have a dropped kerb crossing and off-street parking thereby excluding them from consideration for on-street parking provision.
- 5.1.9 The best way to proceed appears to be by way of new Traffic Orders since interpretation of existing Orders suggest that there is a discrepancy between what was intended and what is currently enforceable.
- 5.1.10 Parking space type should be matched to property use as much as possible in order to avoid customers confusing residents permit holder only parking bays in front of shops for limited waiting. Ideally, residents should have a 24-hour-Resident Permit Holders Only in front of their properties.
- 5.1.11 Parking bays and dropped kerb crossovers should be clearly delineated.
- 5.1.12 Parking restriction operation times should be matched to individual business needs with the objective of maximizing the utilisation of the parking spaces available. In this regard, it may be necessary to consult with the businesses affected in order to determine the optimum waiting time to be provided.
- 5.1.13 Blue Badge holders could be accommodated in high turnover limited waiting bays especially those outside the Museum.
- 5.1.14 Signs and road-markings review in order to ensure compliance with regulations.
- 5.1.15 The guidance recommends a parallel parking bay size for cars of 6 metres A dimension of 2.4 metres for width and 4.8 metres lengthwise was used for the angled parking outside Craig House.



## 6. Suggested Solutions

### 6.1 Option A

6.1.1 To match the type of parking space and operation times to the type of property use.



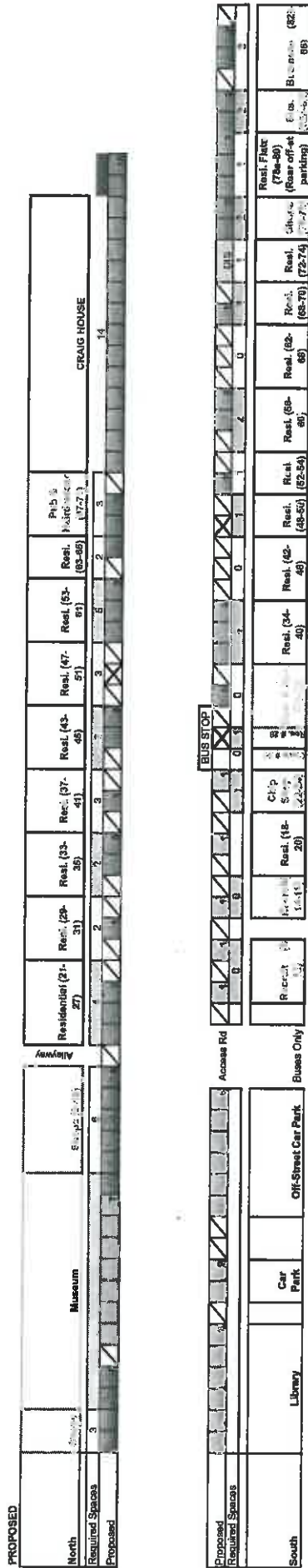
Key:

- 19 Mon - Sat 8 am - 9 pm 1 Hour No Return within 3 Hours OR Permit Holders Only
- 27 Resident Permit Holders Only Zone 3
- 17 Taxi Bay
- Dropped Kerb
- 9 Mon - Sat 8 am - 6 pm 1 Hour No Return within 3 Hours
- Space too short for parking bay (Double Yellow Lines)

## 6.2 Option B

6.2.1 Option B provides 2 extra bays at Craig House to be achieved by adjusting the bay splays and marking out the parking spaces.

6.2.2 This option also proposes to extend the operation time for the business parking bays to midnight in order to give more time to customers visiting restaurants and discourage residents from using these bays for overnight parking.



10 Mon - Sat 8 am - Midnight 1 Hour No Return within 3 Hours OR Permit Holders Only

35 Resident Permit Holders Only Zone 3

17 Taxi Bay

9 Mon - Sat 8 am - 6 pm 1 Hour No Return within 3 Hours

Dropped Kerb

Space too short for parking bay (Double Yellow Lines)