

# ACTION AUTHORISED BY

The Cabinet Member for

## HIGHWAYS AND TRANSPORTATION

Originating Officer: Paul Bradford  
Office Ref: East Area Office/PLA/3/45

Tel: 01206 838615  
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### REDEVELOPMENT OF THE FORMER COOKS SHIPYARD SITE IN WIVENHOE

Objections have been received to various Traffic Regulation Orders required to implement off-site highway works in connection with the redevelopment of the former Cooks Shipyard site in Wivenhoe. The following Decisions are required on the Traffic Regulation Orders, following a visit to Wivenhoe on 15<sup>th</sup> September 2006.

#### Objective

In accordance with Objective 2 of Essex County Council's Traffic Management Strategy - to facilitate the efficient and safe movement of people and goods whilst protecting or enhancing the quality of life within communities.

#### Background information

There are 2 reports – the background Cabinet Member Action – Annex A and the Service Director for Highways and Transportation Report. These reports contain the many objectors and supporter's views resulting from the publication of the various traffic regulation orders required to implement the off-site highway works conditioned by the Planning Authority. Due to the level of objections, a site visit was arranged with the Cabinet Member and Service Director for Highways and Transportation to discuss each traffic regulation order in detail and to see first hand the objector's concerns.

#### Recommendations

Having undertaken a visit to Wivenhoe on 15 September 2006, accompanied by the Service Director for Highways and Transportation, I authorise the following traffic regulation orders to be implemented as advertised:-

**To introduce No Waiting At Any Time** in the following lengths of road:

- **High Street, Wivenhoe**  
The east side from its junction with Belle Vue Road south for 28m (revokes existing length of permit parking area)
- **Queen's Road, Wivenhoe**
  - (i) Both sides from its junction with Valley Road east to a point 15m east of that junction (revokes existing length of permit parking area)
  - (ii) The south side from a point 5m west of its junction with Valley Road west for 28m (revokes existing length of permit parking area)
  - (iii) The north side from a point 33m west of its junction with Valley Road north and east for 17m (into the turning head)
- **Valley Road, Wivenhoe**  
Both sides from its junction with Queen's Road north for 15m

Signature(s)	Designation	Date
By or on behalf of Service Director for Highways and Transportation		
By or on behalf of Service Director for Finance		
Cabinet Member for Highways and Transportation		

**To Revoke No Waiting At Any Time** in the following length of road:

- **Brook Street, Wivenhoe**

The south side from its junction with St John's Road to its junction with Walter Radcliffe Way

**To introduce a permit parking bay Mon-Fri 7.45-8.45am** in the following length of road:

- **Queen's Road, Wivenhoe**

The north side from a point 5m west of its junction with Valley Road west for 12m

**To revoke the permit parking bays Mon-Fri 7.45-8.45am** in the following lengths of road:

- **High Street, Wivenhoe**

The east side from a point 15m south of its junction with Belle Vue Road south for 12m (part of existing bay)

- **Queen's Road, Wivenhoe**

- (i) the south side from a point 22.5m west of its junction with Valley Road east for 27.5m
- (ii) the south side from a point 4m east of its junction with Valley Road east for 11m (part of existing bay)

**To prohibit all motor vehicles other than emergency vehicles from driving** in the following length of road:

- **Queen's Road, Wivenhoe**

From its junction with Valley Road west for 5m

**Road Hump** one flat topped road hump, 85mm at its highest point, the full width of the carriageway and located as follows:-

- **Brook Street, Wivenhoe**

From a point 10m east of its junction with Hamilton Road east to a point 16m west of its junction with Paget Road, a distance of 26m

I also authorise the following traffic regulation order to be made which constitutes a lesser restriction than that advertised in the notice

**To introduce No Waiting At Any Time** in the following lengths of road:

- **Park Road, Wivenhoe**

The west side from a point 16m south of its junction with Belle Vue Road southward for a distance of 7m.

I do **not** authorise the following traffic regulation order to be made

**To introduce No Waiting At Any Time** in the following lengths of road:

- **The Avenue, Wivenhoe**

The east side from a point 4m south of the northern boundary of No.20 north for 37m.

In addition, I authorise the advertisement of an **area wide 20mph zone to cover many of the roads in Lower Wivenhoe**. This item of work is to be funded from Essex County Council's Locally Determined Fund and subject to a similar level of funding, will be included in the 2007/08 financial year.

Plans indicating the proposals are available on request from the Originating Officer.

I confirm that the guidance protocol has been followed.

# **BACKGROUND INFORMATION ANNEX A**

## **REDEVELOPMENT OF THE FORMER COOKS SHIPYARD SITE IN WIVENHOE VARIOUS TRAFFIC REGULATION ORDERS REQUIRED TO IMPLEMENT OFF-SITE HIGHWAY WORKS**

### **Objective**

In accordance with Objective 2 of Essex County Council's Traffic Management Strategy - to facilitate the efficient and safe movement of people and goods whilst protecting or enhancing the quality of life within communities.

### **Background information**

On 5 November 2004 a S106 Agreement was signed setting out the conditions relating to the planning approval for the development at the former Cooks Shipyard site in Wivenhoe. Unusually the highway works element of the S106 Agreement was split into two parts, Part A and Part B. Whilst the Part A works were approved as set out in the agreement, the Part B works were optional and subject to further consultation with the Highway Authority and Wivenhoe Town Council. Wivenhoe Town Council was a signatory to this agreement.

To assist in determining which of the Part B measures were acceptable to the local community, the Highway Authority sought the views of local residents directly affected by the proposals through a questionnaire consultation. The results of this and the views of Wivenhoe Town Council were put in a report to Colchester Borough Council's Portfolio Holder for Planning and Transportation on 23 March 2005. Under the terms of the S106 Agreement the portfolio holder was given delegated powers to make this decision as if he were the planning authority.

Subsequently, on 20 March 2006 the developer entered into a S278 Agreement that included all of the Part A works and those from Part B as agreed by the Portfolio Holder. The works include a mix of complementary traffic calming and traffic management measures, all of which are designed to limit the impact of the development on the narrow roads leading to the quayside site. An extract from the notice listing the supporting traffic regulation orders necessary to implement the works on county routes is included at Appendix 1.

The extensive list of orders generated by this development includes changes to both local and county routes. Your attention is therefore drawn to a corresponding report to the Service Director for Highways and Transportation dealing with related measures on the local road network.

### **Objections / Consultations**

A list of the objectors' views, together with officer comments is tabled in Appendix 2. Copies of all correspondence are available on request from the Originating Officer. Due to the high volume of correspondence on these Traffic Regulation Orders, the reasons for objection are not broken down into individual responses as this would have made the report too un-wieldy. Therefore it should be recognised that individual letters did not cite all reasons. Individual responses can be viewed in the background papers (Available from the Area Office).

A summary of the responses has been tabulated as follows:-

Order	Location	No of objectors
No Waiting 'at any time'	The Avenue, Wivenhoe	25
Removal of residents parking in favour of no waiting 'at any time'	Junction of the Highway Street with Belle Vue Road, Wivenhoe	12

The Chief Constable supports the proposals.

Colchester Borough Council has made no comment. However they are signatory to the legal agreement which cites all of these proposals.

The County Member does not support the introduction of waiting restrictions outside the Methodist Church in

The Avenue, but supports their introduction at the junction of High Street and Belle Vue Road, Wivenhoe.

Plans of the proposals are available on request from the Originating Officer.

### **Funding**

All works are to be funded by the developer.

### **Summary**

In view of the information given and in order that the developer may discharge the conditions imposed in their planning permission, a decision is requested to authorise the implementation of the orders as advertised.

**The Essex County Council (Various Roads, Colchester Borough) (Special Parking Area) (Waiting Restrictions and Parking Places) (Amendment No.12) Order 200\***

**EFFECT OF THE ORDER** to introduce/revoke the following restrictions:

**To introduce No Waiting At Any Time** in the following lengths of road:

**High Street, Wivenhoe**

The east side from its junction with Belle Vue Road south for 28m (revokes existing length of permit parking area)

**The Avenue, Wivenhoe**

The east side from a point 4m south of the northern boundary of No.20 north for 37m.

**The Essex County Council (Various Roads, Colchester Borough) (Special Parking Area) (On Street Permit Parking Places) (Amendment No.8) Order 200\***

**EFFECT OF THE ORDER** to introduce/revoke the following restrictions:

**To revoke the permit parking bays Mon-Fri 7.45-8.45am** in the following lengths of road:

**High Street, Wivenhoe**

The east side from a point 15m south of its junction with Belle Vue Road south for 12m (part of existing bay)

**NO WAITING AT ANY TIME ORDER – THE AVENUE, WIVENHOE**

<b>Objector</b>	<b>Location of objector or organisation</b>	<b>Reason for objection</b>	<b>Officer comment</b>
Objector 1		The church is well used for a variety of functions and meetings that draws visitors including mothers with toddlers, the frail elderly and the disabled.	The presence of waiting restrictions may actually assist the elderly and disabled, as it will mean that the road outside the church is clear of parked vehicles allowing for the convenient dropping off and picking up of passengers. Under the Blue Badge Scheme vehicles used to transport disabled people may wait on double yellow lines for up to 3 hours.
Objector 2			
Objector 3			
Objector 4	Anglesea Road, Wivenhoe		
Objector 5	Barr Close, Wivenhoe		
Objector 6	Belle Vue Road, Wivenhoe		
Objector 7	Borough Councillor		
Objector 8	Bowes Road, Wivenhoe		
Objector 9	Claremont Road, Wivenhoe		
Objector 10	Ernest Road, Wivenhoe		
Objector 11	Ernest Road, Wivenhoe		
Objector 12	Ernest Road, Wivenhoe	The church car park is small requiring many visitors to park on the road outside.	The restriction is only of a short length with parking available either side of the restriction (the loss of approximately 5 spaces when driveways are discounted)
Objector 13	High Street, Wivenhoe		
Objector 14	King Mews, Wivenhoe		
Objector 15	Lammas Way, Wivenhoe		
Objector 16	Leys Road, Wivenhoe		
Objector 17	Malting Yard, Wivenhoe		
Objector 18	Milford Close, Wivenhoe		
Objector 19	Park Road, Wivenhoe	The presence of parking outside the church helps to slow the progression of vehicles into the town making it safer for all.	Traffic flowing into and out of Wivenhoe Town is often held up due to the presence of parked vehicles allowing traffic to flow in one direction only. The short length of restriction will act as a passing place helping to ease the progression of vehicles along the road without encouraging high speed.
Objector 20	Parkwood Avenue, Wivenhoe		
Objector 21	Spring Cottage, Wivenhoe		
Objector 22	Valley Road, Wivenhoe		
Objector 23	Valley Road, Wivenhoe		
Objector 24	Wivenhoe Green Party		
Objector 25	Wivenhoe Methodist Church		

Objector	Objectors location or organisation	Reason for Objection	Officer Comment
		<p>There should be dispensation within the restrictions for wedding and funeral vehicles</p> <p>Due to Health and Safety reasons, when the playgroup is in operation, the car park is out of use</p> <p>Restrict parking outside the church for church users only</p> <p>It is already difficult enough to park in the roads concerned</p>	<p>The church has a small private car park that is of a sufficient size to deal with the main cars associated with weddings and funerals.</p> <p>Only a short section of parking is being removed.</p> <p>It would not be appropriate to create a controlled parking place at this location. Permitting parked vehicles at this location would not provide the space for passing vehicles.</p> <p>It is accepted that any loss of parking will inconvenience residents. This shortage of parking was taken into account when proposing the changes and as a result restrictions have kept to a minimum.</p>

**REMOVAL OF RESIDENTS PARKING IN FAVOUR OF NO WAITING 'AT ANY TIME' AT THE JUNCTION OF HIGH STREET WITH BELLE VUE ROAD, WIVENHOE**

<b>Objector</b>	<b>Location of Objector or organisation</b>	<b>Reason for Objection</b>	<b>Officer Comment</b>
Objector 1		The removal of parked cars would not improve visibility at the junction, only cause drivers on the main road to increase their speed making it more dangerous.	Belle Vue Road will be the signed route to and from the new development. By removing two resident's parking spaces and introducing waiting restrictions on High Street visibility for drivers exiting the junction will be improved.
Objector 2			
Objector 3	Anglesea Road, Wivenhoe		
Objector 4	Borough Councillor		
Objector 5	Claremont Road, Wivenhoe		
Objector 6	Falcon Yard, Wivenhoe		
Objector 7	H20 Hair Design 132 High Street		
Objector 8	High Street, Wivenhoe	Not aware of any existing problems along this stretch of road.	Traffic using this junction will increase. The current visibility exiting Belle Vue Road is substandard.
Objector 9	High Street, Wivenhoe		
Objector 10	Malting Yard, Wivenhoe		
Objector 11	Spring Cottage, Wivenhoe	Concern over impact on hairdressers and other businesses.  The two parking spaces currently help driver's concentration at this complex junction  It is already difficult enough to park in the roads concerned.	This proposal sees the removal of just two resident's parking spaces.  The two parking spaces are within the standard visibility splay for a junction  It is accepted that any loss of parking will inconvenience residents. This shortage of parking was taken into account when proposing the changes and as a result restrictions have been kept to a minimum.
Objector 12	Valley Road, Wivenhoe		
Objector 13			

# BACKGROUND PAPER

## REDEVELOPMENT OF THE FORMER COOKS SHIPYARD SITE IN WIVENHOE

### Objections/consultations

A full list of the objectors and supporters views, together with officer comments is tabled in Appendix 2. Copies of all correspondence are attached to the report and form background paper A (not available online).

Due to the high volume of correspondence on these Traffic Regulation Orders, the reasons for objection are not broken down into individual responses as this would have made the report too unwieldy. Therefore it should be recognised that individual letters did not cite all reasons. Individual responses can be viewed in the background papers.

A summary of the responses has been tabulated as follows:-

<b>Order</b>	<b>Location</b>	<b>No of objections</b>	<b>No of Supporters</b>
Prohibition of driving. Removal of residents parking in favour of no waiting 'at any time'	Junction of Queens Road with Valley Road, Wivenhoe	124	30
Road Hump	Brook Street, Wivenhoe	3	
No waiting 'at any time'	Park Road, Wivenhoe	20	
Revocation of 'at any time' waiting restrictions	Brook Street, Wivenhoe	1	
General loss of resident parking spaces and introduction of 'at any time' waiting restrictions		29	
All restrictions		12	

Wivenhoe Town Council prepared a full report on the proposals and this is attached to the report as background paper B. (This is not available online)

The Green Party prepared a report on the proposals and this is attached to the report as background paper C. (This is not available online)

The Queens Road Residents Association prepared a response to the Wivenhoe Town Council report which itself generated a number of exchanges between the Town Council and the residents association.

A petition of 162 signatures against the closure of Queens Road, was collected by several residents.

A petition of 143 signatures in support of the closure of Queens Road, was collected by several residents.

The Chief Constable supports the proposals.

Colchester Borough Council has made no comment. However they are signatory to the Section 106 agreement.

The County Member does not support the closure of Queens Road, but does support the remaining Traffic Regulation Orders on local roads.

Appendix 1 shows an extract from the notice listing the supporting traffic regulation orders necessary to implement the works on local routes.

## **Appendix 1**

### **The Essex County Council (Various Roads, Colchester Borough) (Special Parking Area) (Waiting Restrictions and Parking Places) (Amendment No.12) Order 200\***

**EFFECT OF THE ORDER** to introduce/revoke the following restrictions:

**To introduce No Waiting At Any Time** in the following lengths of road:

#### **Park Road, Wivenhoe**

The west side from a point 16m south of its junction with Belle Vue Road south to a point 16m north-west of its junction with Rebow Road

#### **Queen's Road, Wivenhoe**

- (iv) Both sides from its junction with Valley Road east to a point 15m east of that junction (revokes existing length of permit parking area)
- (v) The south side from a point 5m west of its junction with Valley Road west for 28m (revokes existing length of permit parking area)
- (vi) The north side from a point 33m west of its junction with Valley Road north and east for 17m (into the turning head)

#### **Valley Road, Wivenhoe**

Both sides from its junction with Queen's Road north for 15m

**To Revoke No Waiting At Any Time** in the following length of road:

#### **Brook Street, Wivenhoe**

The south side from its junction with St John's Road to its junction with Walter Radcliffe Way

The Colchester Borough (Various Roads, Colchester Borough) (Special Parking Area) (Waiting Restrictions and Parking Places) Order 2005 will be varied by the above Order.

### **The Essex County Council (Various Roads, Colchester Borough) (Special Parking Area) (On Street Permit Parking Places) (Amendment No.8) Order 200\***

**EFFECT OF THE ORDER** to introduce/revoke the following restrictions:

**To introduce a permit parking bay Mon-Fri 7.45-8.45am** in the following length of road:

#### **Queen's Road, Wivenhoe**

The north side from a point 5m west of its junction with Valley Road west for 12m

**To revoke the permit parking bays Mon-Fri 7.45-8.45am** in the following lengths of road:

#### **Queen's Road, Wivenhoe**

- (iii) the south side from a point 22.5m west of its junction with Valley Road east for 27.5m
- (iv) the south side from a point 4m east of its junction with Valley Road east for 11m (part of existing bay)

**The Essex County Council (Queen's Road, Wivenhoe) (Prohibition of Driving) Order 200\***

**EFFECT OF THE ORDER** to prohibit all motor vehicles other than emergency vehicles from driving in the following length of road:

**Queen's Road, Wivenhoe**

From its junction with Valley Road west for 5m

**Road Hump**

One flat topped road hump, 85mm at its highest point, the full width of the carriageway and located as follows:-

**Brook Street, Wivenhoe** – from a point 10m east of its junction with Hamilton Road east to a point 16m west of its junction with Paget Road, a distance of 26m

**QUEENS ROAD PROHIBITION OF DRIVING/REMOVAL OF RESIDENTS PARKING IN FAVOUR OF NO WAITING 'AT ANY TIME' AT THE JUNCTION OF QUEENS ROAD WITH VALLEY ROAD, WIVENHOE**

<b>Objector</b>	<b>Location of objection or organisation</b>	<b>Reason for objection</b>	<b>Officer comment</b>
Objector – 1		The closure of Queen’s Road will make travelling to lower Wivenhoe more difficult and less safe for residents of the Dene Park estate and those travelling from the wider Alresford and Elmstead Market directions.	The closure of Queen’s Road will make it more inconvenient for some residents on the Dene Park estate, although junction visibility is being improved on the Belle Vue Road/ High Street junction, which is being promoted as the main access point into the area. The closure will have minimal impact on travellers from further afield. The Queen’s Road closure does not prevent pedestrian or cycle access, which may prove a safer and more pleasant option for those living a convenient distance from the shops.
Objector – 2			
Objector – 3			
Objector – 4			
Objector – 5			
Objector – 6			
Objector – 7			
Objector – 8	Alma Street, Wivenhoe		
Objector – 9	Anchor Hill, Wivenhoe		
Objector – 10	Anchor Hill, Wivenhoe		
Objector – 11	Anglesea Road, Wivenhoe		
Objector – 12	Belle Vue Road, Wivenhoe		
Objector – 13	Belle Vue Road, Wivenhoe		
Objector – 14	Belle Vue Road, Wivenhoe		
Objector – 15	Belle Vue Road, Wivenhoe		
Objector - 16	Belle Vue Road, Wivenhoe	Queens Road should be left open to traffic so that the burden of the additional traffic can be shared evenly between the roads concerned.	Queens Road forms part of the most direct route to and from the development site. If the road is left open it will attract more traffic than the more suitable Valley Road route.
Objector – 17	Black Buoy Hill, Wivenhoe		
Objector – 18	Black Buoy Hill, Wivenhoe		
Objector – 19	Black Buoy Hill, Wivenhoe		
Objector – 20	Borough Councillor		
Objector – 21	Bowes Road, Wivenhoe	The closure of Queen’s Road at Valley Road will encourage greater use of Rebow Road which is not being improved	Traffic prevented from entering Queen’s Road at the Valley Road junction will be redirected along Valley Road and Bobbits Way to join Park Road. At this point drivers may head north to join Belle Vue Road or south to join Queen’s Road. There would be little benefit in using Rebow Road.
Objector – 22	Bowes Road, Wivenhoe		
Objector – 23	Brook Road, Wivenhoe		
Objector – 24	Brook Street, Wivenhoe		
Objector – 25	Brook Street, Wivenhoe		
Objector – 26	Brook Street, Wivenhoe		
Objector – 27	Brook Street, Wivenhoe		
Objector – 28	Brook Street, Wivenhoe		
Objector – 29	Brook Street, Wivenhoe		
Objector – 30	Brook Street, Wivenhoe		
Objector – 31	Brook Street, Wivenhoe		

Objector – 32	Brook Street, Wivenhoe	Increased levels of parking on Rebow Road from proposal to restrict parking in Park Road will generate problems.	There is not expected to be a significant increase in traffic along Rebow Road and therefore the road could withstand a possible increase in on street parking.
Objector – 33	Claremont Road, Wivenhoe		
Objector – 34	Claremont Road, Wivenhoe		
Objector – 35	Claremont Road, Wivenhoe	The closure of Queens Road will increase levels of traffic through the conservation areas of Anchor Hill, East Street and Brook Street. These roads are narrow with no footways and a number of blind corners where forward visibility is poor compared to Queens Road.	The developer is conditioned to provide traffic calming measures in these roads in order to discourage and control traffic through this sensitive conservation area.
Objector – 36	Claremont Road, Wivenhoe		
Objector – 37	Claremont Road, Wivenhoe		
Objector – 38	Claremont Road, Wivenhoe		
Objector – 39	Colne Terrace, Wivenhoe		
Objector – 40	Denham Close, Wivenhoe		
Objector – 41	Denham Close, Wivenhoe		
Objector – 42	East Street		
Objector – 43	East Street & Brook Street Resident's Association		
Objector – 44	East Street, Wivenhoe		
Objector – 45	East Street, Wivenhoe		
Objector – 46	East Street, Wivenhoe		
Objector – 47	Falcon Yard, Wivenhoe		
Objector – 48	High Street, Wivenhoe		
Objector – 49	High Street, Wivenhoe		
Objector – 50	High Street, Wivenhoe		
Objector – 51	High Street, Wivenhoe		
Objector – 52	High Street, Wivenhoe		
Objector – 53	High Street, Wivenhoe		
Objector – 54	High Street, Wivenhoe	The closure of Queens Road is unnecessary; all that is required is a restriction preventing heavy vehicles from using the road. This option would not require the loss of parking spaces or the erection of further road signs.	Preventing heavy vehicles from using the road is only part of the problem. As Queens Road is the most direct route to the development, it is also expected to take the majority of car borne trips as well. The narrow width of this road, combined with poor footways and steep gradients make this a particularly unsuitable route for this development traffic. These kinds of restrictions are difficult to enforce as you are reliant on signage alone
Objector – 55	High Street, Wivenhoe		
Objector – 56	High Street, Wivenhoe		
Objector – 57	High Street, Wivenhoe		
Objector – 58	High Street, Wivenhoe		
Objector – 59	High Street, Wivenhoe		
Objector – 60	High Street, Wivenhoe		
Objector – 61	Manor Road, Wivenhoe		
Objector – 62	Manor Road, Wivenhoe		

Objector – 63	Manor Road, Wivenhoe	Unfair for Queen’s Road residents to benefit when other sensitive routes do not benefit from a reduction in traffic volumes.	It is recognised that Brook Street/East Street is a sensitive route which is why traffic management/calming measures will be introduced.		
Objector - 64	Paget Road, Wivenhoe				
Objector – 65	Paget Road, Wivenhoe				
Objector – 66	Paget Road, Wivenhoe				
Objector – 67	Paget Road, Wivenhoe				
Objector – 68	Paget Road, Wivenhoe				
Objector – 69	Park Road, Wivenhoe			Residents living at Anglesea Road end of Queens Road will still have traffic coming past their doors. At the other end of Queens Road there will still be a high level of traffic due to vehicles still using it in error	The road closure protects the most vulnerable stretch of Queens Road. The road will be clearly signed as a ‘No through’ road.
Objector – 70	Park Road, Wivenhoe				
Objector – 71	Park Road, Wivenhoe				
Objector – 72	Park Road, Wivenhoe				
Objector – 73	Park Road, Wivenhoe				
Objector – 74	Park Road, Wivenhoe				
Objector – 75	Park Road, Wivenhoe				
Objector – 76	Park Road, Wivenhoe				
Objector – 77	Park Road, Wivenhoe				
Objector – 78	Queens Road	Paget Road residents will not be able to exit road due to congestion in Queens Road	There will be very light traffic flows on Queens Road at this point.		
Objector – 79	Queens Road, Wivenhoe				
Objector – 80	Queens Road, Wivenhoe				
Objector – 81	Queens Road, Wivenhoe				
Objector – 82	Queens Road, Wivenhoe				
Objector – 83	Sandford Close, Wivenhoe			Clear signing of Park Road junction, not just for Cook’s Shipyard	Signing of Cook’s shipyard is part of the section 106 traffic management works. Signing for other destinations can be considered by request to the area office. Not a matter for this scheme.
Objector – 84	Sandford Close, Wivenhoe				
Objector – 85	Sandford Close, Wivenhoe				
Objector – 86	Sandford Close, Wivenhoe				
Objector – 87	Sandford Close, Wivenhoe				
Objector – 88	Sandford Close, Wivenhoe				
Objector – 89	The Dale, Wivenhoe	The closure of Queens Road will leave only 2 exit roads for parts of Lower Wivenhoe. If one is blocked this will result in major problems on the other	Works that affect the exit roads will be closely monitored by our Street Works Team.		
Objector – 90	The Dale, Wivenhoe				
Objector – 91	The Dale, Wivenhoe				
Objector – 92	The Dale, Wivenhoe				
Objector – 93	The Dale, Wivenhoe				
Objector – 94	The Dale, Wivenhoe				
Objector – 95	Valley Road, Wivenhoe			The major exit route will be Bobbits Way and Bowes Road which is past Millfields Primary causing dangers to school children on this vulnerable route	It is unlikely that an increase in traffic along this route would be directly related to the closure of Queens Road. This does not form part of the signed route.
Objector – 96	Valley Road, Wivenhoe				
Objector – 97	Valley Road, Wivenhoe				
Objector – 98	Valley Road, Wivenhoe				
Objector – 99	Valley Road, Wivenhoe				
Objector – 100	Valley Road, Wivenhoe				

Objector – 101	Valley Road, Wivenhoe		
Objector – 102	Valley Road, Wivenhoe	The closure of Queens Road will not encourage drivers to use the Valley Road route as it is too convoluted. Drivers will use the Brook Street/ East Street route instead. There are grade 1 buildings along route	It is recognised that the sensitive Brook Street/ East Street route is vulnerable to increase levels of traffic. As such the developer has been conditioned to install traffic calming features along this route to deter further use.
Objector – 103	Valley Road, Wivenhoe		
Objector – 104	Valley Road, Wivenhoe		
Objector – 105	Valley Road, Wivenhoe		
Objector – 106	Valley Road, Wivenhoe		
Objector – 107	Valley Road, Wivenhoe		
Objector – 108	Valley Road, Wivenhoe		
Objector – 109	Valley Road, Wivenhoe		
Objector – 110	Valley Road, Wivenhoe		
Objector – 111	Valley Road, Wivenhoe		
Objector – 112	Valley Road, Wivenhoe		
Objector – 113	Valley Road, Wivenhoe		
Objector – 114	Valley Road, Wivenhoe		
Objector – 115	Valley Road, Wivenhoe		
Objector – 116	Valley Road, Wivenhoe		
Objector – 117	Valley Road, Wivenhoe		
Objector – 118	Valley Road, Wivenhoe		
Objector – 119	West Street, Wivenhoe		
Objector – 120	Whittle Industry Data Brook Street, Wivenhoe		
Objector – 121	Wivenhoe		
Objector – 122	Wivenhoe Green Party		
Objector - 123	Wivenhoe Town Council		
Objector - 124	Wivenhoe Town Council	There are already congestion problems in Valley Road with cars parked on both sides. Increased traffic flow will cause further problems.	Whilst there are no ideal routes to accept the additional traffic generated by the development, the Valley Road, Bobbitts Way, Park Road, Belle Vue Road Route is considered the most suitable option given the layout of the roads concerned.
		More children live on and around Valley Road compared to Queens Road	As above
		The development at Cook's Shipyard was agreed by the Planning Committee on the basis of 3 access and egress routes	The Portfolio Holder, acting on behalf of the Planning Committee, subsequently agreed to pursue the closure of Queen's Road. This is a matter for the Local Planning Authority.
		Devaluation in property prices along Valley Road.	The majority of houses are well set back and it is anticipated there will be a minimal impact on house prices.

		<p>The upgrading of Anglesea Road would take away need for closure</p> <p>Anglesea Road is unmade and slippery especially in the winter months</p> <p>A traffic management appraisal should be undertaken on the effects of the closure</p> <p>One way system should be introduced instead of closing Queens Road</p> <p>The closure will create the necessity for 'u' or 3 point turn manoeuvres on Queens Road</p> <p>Existing routing of Heavy construction vehicles along Valley Road is causing noise, pollution and endangering children.</p> <p>The closure will involve vehicles making 3 point turns in Valley Road</p> <p>Adverse impact on the businesses at Wivenhoe Business Centre</p>	<p>This was not recommended as part of the planning process. Without the support of the majority of the residents this is not a viable scheme</p> <p>There is no ideal route in and out of the new development and this is a more suitable route than East Street/Brook Street.</p> <p>The new arrangements will be monitored through the County's accident reduction programme.</p> <p>This is likely to increase vehicle's speeds. The speed of vehicles is cited in numerous letters as a concern to residents</p> <p>A turning head will be provided for those vehicles that need to make these manoeuvres.</p> <p>The frequency of Large Goods Vehicles will decline as construction nears completion. This comment is not directly related to the closure of Queens Road</p> <p>Valley Road is not being made into a cul-de-sac. Most residents have private drives that they can use to turn their vehicles should they wish to do so. Turning space is also available at the end of Anglesea Road.</p> <p>The current sign posted route via Queens Road will be changed to the route via Belle Vue Road/ Park</p>
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		<p>The road should remain open with raised areas of road either end and a 20 mph speed limit</p> <p>The closure of Queens Road will encourage greater use of Alma Street</p> <p>The closure of Queens Road will create a 90 degree bend on Valley Road where drivers are not required to slow or stop</p>	<p>Road/ Valley Road These works are outside the scope of the works agreed by the planning authority</p> <p>Alma Street is a very narrow road with particularly restricted access at either end. The closure of Queens Road will have a negligible effect on traffic levels.</p> <p>There are many instances, particularly in Lower Wivenhoe, where roads bend sharply. It is the responsibility of drivers to read the road and drive at appropriate speeds. As part of the works to form the closure, the road is being re-profiled and a new kerb line installed to assist drivers in negotiating the new layout.</p>
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Supporter	Order	Reason for support	Officer comment
Supporter - 1		<p>Queens Road is a narrow road with poor footways. The houses sit right on the road and have no off-street parking. The road is very steep and particularly unsuitable for the increased levels of traffic that would use the road, being the main access route to the development.</p> <p>Support the closure of Queens Road.</p> <p>The road should benefit from protection as it falls within the</p>	
Supporter – 2	c/o Arcadia Road, Burnham on Crouch		
Supporter – 3	Paget Road, Wivenhoe		
Supporter – 4	Queens Road, Wivenhoe		
Supporter – 5	Queens Road, Wivenhoe		
Supporter – 6	Queens Road, Wivenhoe		
Supporter – 7	Queens Road, Wivenhoe		
Supporter – 8	Queens Road, Wivenhoe		
Supporter – 9	Queens Road, Wivenhoe		
Supporter -10	Queens Road, Wivenhoe		
Supporter – 11	Queens Road, Wivenhoe		
Supporter – 12	Queens Road, Wivenhoe		
Supporter – 13	Queens Road, Wivenhoe		
Supporter – 14	Queens Road, Wivenhoe		

Supporter – 15	Queens Road, Wivenhoe	<p>town's conservation area.</p> <p>The increased levels of traffic will cause further structural damage to these old Victorian properties.</p> <p>Suffer from boy racers, pollution and damage to property.</p> <p>Queens Road residents have little opportunity to park their cars off street whereas residents in Valley Road choose to park their cars on the road rather than use their driveways</p>	
Supporter – 16	Queens Road, Wivenhoe		
Supporter – 17	Queens Road, Wivenhoe		
Supporter – 18	Queens Road, Wivenhoe		
Supporter – 19	Queens Road, Wivenhoe		
Supporter – 20	Queens Road, Wivenhoe		
Supporter – 21	Queens Road, Wivenhoe		
Supporter – 22	Queens Road, Wivenhoe		
Supporter – 23	Queens Road, Wivenhoe		
Supporter – 24	Queens Road, Wivenhoe		
Supporter - 25	Queens Road, Wivenhoe		
Supporter – 26	Queens Road, Wivenhoe	<p>To ease possible congestion on Valley Road parking should be restricted on one side of the road</p> <p>Endorse the closure.</p> <p>Parked vehicles damaged by large vehicles using Queens Road</p> <p>Do not support the Town Councils position to just prevent access to construction lorries</p> <p>The closure accords with Colchester Borough Council's Local Plan in respect of the preservation and enhancement of conservation areas.</p>	<p>This is not considered necessary at the present time</p>
Supporter – 27	Queens Road, Wivenhoe		
Supporter – 28	Queens Road, Wivenhoe		
Supporter – 29	Queens Road, Wivenhoe		
Supporter - 30	West Street, Wivenhoe		

## ROAD HUMPS IN BROOK STREET, WIVENHOE

Objector	Location of objector or organisation	Reasons for objection	Officer Comments
Objector – 1	Brook Street, Wivenhoe	<p>There would be no need to provide a road hump, or other traffic calming features if the lower part of Wivenhoe were declared a 20 mph zone. The materials used are suitable for a conservation area but rarely suitable for wheelchairs and buggies</p> <p>The introduction of the hump will provide a barrier that prevents flood water from exiting the business park</p> <p>The square was intended to be landscaped open space</p>	<p>Whilst such an area wide zone was not included in the package of measures, the traffic calming works proposed would greatly assist in its implementation at some future date. The materials used will be of conservation grade, but will be sawn rather than riven or hewn to provide a flat even surface.</p> <p>The contractor's drawings indicate that there will be minimal changes to road levels at the entrance to the business park. The drawings also indicate that the contractor will approach the frontagers on the north side of Brook Street with a view to undertaking necessary accommodation works.</p> <p>The hump forms part of a large parking square conditioned as part of phase 1 of the development.</p>
Objector – 2	Claremont Road, Wivenhoe		
Objector - 3	The Quay, Wivenhoe		

**NO WAITING 'AT ANY TIME' PARK ROAD, WIVENHOE**

<b>Objector</b>	<b>Location of objector or organisation</b>	<b>Reasons for Objection</b>	<b>Officer Comments</b>
Objector – 1		The removal of on street parking in Park Road will speed up traffic and make it more dangerous, especially for the children that use this route to school.	The short length of unrestricted parking between the Belle View and Rebow Road junctions already causes congestion and impacts on the operation of the Park Road/Belle Vue Road junction. The increased levels of traffic generated by the development will exacerbate these problems.
Objector – 2			
Objector – 3	Anglesea Road, Wivenhoe		
Objector – 4	Belle Vue Road, Wivenhoe		
Objector – 5	Belle Vue Road, Wivenhoe		
Objector – 6	Belle Vue Road, Wivenhoe		
Objector – 7	Belle Vue Road, Wivenhoe		
Objector – 8	Belle Vue Road, Wivenhoe		
Objector – 9	Borough Councillor		
Objector – 10	Claremont Road, Wivenhoe		
Objector – 11	Colchester Green Party		
Objector – 12	High Street, Wivenhoe		
Objector – 13	High Street, Wivenhoe		
Objector – 14	Park Road, Wivenhoe		
Objector – 15	Park Road, Wivenhoe		
Objector – 16	Park Road, Wivenhoe		
Objector – 17	Park Road, Wivenhoe		
Objector – 18	Park Road, Wivenhoe		
Objector – 19	Spring Cottage, Wivenhoe		
Objector - 20	Valley Road, Wivenhoe		

**REVOCATION OF 'AT ANY TIME' WAITING RESTRICTIONS IN BROOK STREET. WIVENHOE**

<b>Objector</b>	<b>Location of objector or organisation</b>	<b>Reasons for Objection</b>	<b>Officer Comments</b>
Objector - 1	The Quay, Wivenhoe	The Square will become a car park not an open space	Given that the square falls on the junction of Brook Street and St. John's Road, the available space for parking is limited.

**GENERAL LOSS OF RESIDENT PARKING SPACES AND INTRODUCTION OF 'AT ANY TIME' WAITING RESTRICTIONS, WIVENHOE**

<b>Objector</b>	<b>Location of objector or organisation</b>	<b>Reasons for Objection</b>	<b>Officer Comments</b>		
Objector – 1	Borough Councillor	It is already difficult enough to park in the roads concerned. The overall loss of 22 parking spaces is detrimental to the existing residents, businesses and the environment. The extension of the residents parking scheme should be considered to prevent the burden of commuter parking.	It is accepted that any loss of parking will inconvenience residents and businesses alike. This shortage of parking was taken into account when proposing the changes and as a result restrictions have kept to a minimum. In addition by introducing the restrictions across a number of roads it is anticipated that displaced vehicles can be accommodated in neighbouring roads, many of which have unrestricted parking. A review of the residents parking scheme may be necessary once the resultant pressures on parking are known.		
Objector – 2	Wivenhoe Green Party				
Objector – 3 4					
Objector – 5					
Objector – 6	Alma Street, Wivenhoe				
Objector – 7	Alma Street, Wivenhoe				
Objector – 8	Anchor Hill, Wivenhoe				
Objector – 9	Anchor Hill, Wivenhoe				
Objector – 10	Anglesea Road, Wivenhoe				
Objector – 11	Anglesea Road, Wivenhoe				
Objector – 12	Belle Vue Road, Wivenhoe				
Objector – 13 & 14	Belle Vue Road, Wivenhoe				
Objector – 15	Belle Vue Road, Wivenhoe				
Objector – 16	Belle Vue Road, Wivenhoe				
Objector – 17	Broomfield Crescent, Wivenhoe				
Objector – 18	Ernest Road, Wivenhoe			Parking Spaces should not be removed without an improvement in public transport.	It is expected that the reduction in parking spaces can be accommodated elsewhere. Passenger transport improvements were not negotiated as part of the development. This would be standard practice now. Without this funding, improvements are generally reliant on the bus companies themselves. A larger population may lead to an increase in demand which would lead to further investment. Bus stop improvements will be introduced by ECC this coming year.
Objector – 19	Falcon Yard, Wivenhoe				
Objector – 20	High Street, Wivenhoe				
Objector – 21	High Street, Wivenhoe				
Objector – 22	High Street, Wivenhoe				
Objector – 23	Malting Yard, Wivenhoe				
Objector – 24	Park Road, Wivenhoe				
Objector – 25	Park Road, Wivenhoe				
Objector – 26	Park Road, Wivenhoe				
Objector – 27	Park Road, Wivenhoe				
Objector – 28	Park Road, Wivenhoe				
Objector - 29	Wivenhoe				

		<p>Ensured during planning process that the development would have minimal impact on town. Feels that loss of parking contradicts this promise.</p> <p>The removal of on-street parking will speed up traffic and make it more dangerous, especially for the children on their route to school.</p> <p>The upgrading of Anglesea Road and Ballast Quay Road would take away need for further restrictions on parking.</p>	<p>A matter for Local Planning Authority.</p> <p>The restrictions to be introduced are designed to provide better visibility or act as passing places. The short lengths involved with have negligible effect on speed.</p> <p>This was not conditioned as part of the planning process. Without the support of the majority of the residents this is not a viable scheme.</p>
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## ALL RESTRICTIONS

<b>Objector</b>	<b>Location of objector or organisation</b>	<b>Reasons for Objection</b>	<b>Officer Comments</b>
Objector – 1		The proposals have been formulated without agreement or consultation. Has a full environmental and traffic impact Survey been carried out.	The proposals were conditioned under the planning process. Additionally the Highway Authority consulted with certain residents on the Part B restrictions.
Objector – 2	Anglesea Road, Wivenhoe		
Objector – 3	Belle Vue Road, Wivenhoe		
Objector -4	Belle Vue Road, Wivenhoe		
Objector – 5	Belle Vue Road, Wivenhoe		
Objector – 6	Belle Vue Road, Wivenhoe		
Objector – 7	High Street, Wivenhoe		
Objector – 8	Park Road, Wivenhoe		
Objector – 9	Park Road, Wivenhoe		
Objector – 10	Park Road, Wivenhoe		
Objector – 11	Park Road, Wivenhoe		
Objector - 12	Park Road, Wivenhoe		
		Parking changes will cause disruption	Difficult to respond as the type of disruption was not described further
		Is the railway bridge in Anglesea Road capable of accepting the increased traffic?	Network Rail is responsible for the maintenance of the bridge structure. Anglesea Road is a Private Street over which the public have a right of access, but its maintenance lies with the street frontagers.

