

<b>Date October 2017</b>		<b>ITEM</b>
<b>Delegated Decision Report</b>		
<b>OBJECTION TO AT ANY TIME WAITING RESTRICTIONS – BOSCOMBE AVENUE GRAYS</b>		
<b>Portfolio Holder:</b> Councillor B Little – Highways & Transportation		
<b>Wards and communities affected:</b> Little Thurrock Rectory	<b>Key Decision:</b> No	
<b>Accountable Head of Service:</b> Ann Osola, Assistant Director of Transportation and Highways		
<b>Accountable Director:</b> Steve Cox, Director of Environment and Place		
<b>This report is</b> Public		
<b>Purpose of Report:</b> To consider an objection to “At Any Time” waiting restrictions proposed for Boscombe Avenue in Grays.		

## **EXECUTIVE SUMMARY**

Following Service Requests received from residents of Boscombe Avenue, an investigation was undertaken to review the parking situation which, it was claimed, obstructs the footways and carriageway along the length of Boscombe Avenue and restricts the safe movement of vehicles into the Avenue from Rectory Road. Surveys confirmed that on street parking does cause an obstruction to Boscombe Avenue from its junction with Rectory Road through to the bend near number 27, which is approximately two thirds along the total length of the road.

Due to the narrow width of Boscombe Avenue it is proposed that parking should be restricted on one side of the carriageway from the existing restrictions at the junction with Rectory Road to a point the other side of the right angled bend. Also that parking be restricted on the opposite side of the carriageway around the bend in order to allow clear passage for pedestrians and vehicles through the area.

In order to prevent obstructive parking and to ensure good access and visibility, it is therefore proposed to extend the existing “At Any Time” double yellow line waiting restrictions from the junction with Rectory Road, eastwards along the northern side of Boscombe Avenue to a point around the inside of the bend, terminating by the flank wall of number 27. There is a short gap in these restrictions to permit parking in the layby outside numbers 19 & 21. Also, new “At Any Time” restrictions are proposed on the opposite side of the road, around the outside of the bend only.

**1. RECOMMENDATIONS:**

- 1.1 **It is recommended that following consideration of the objection, for road safety and in order to maintain access and visibility on Boscombe Avenue, the objections are not upheld and that the restrictions are implemented as proposed.**
- 1.2 **That considering the comments received, once the new scheme has settled down, the site be reviewed to determine whether there is any merit in extending the existing double yellow lines on the southern side from the junction with Rectory Road for an appropriate distance to further improve road safety at the junction.**
- 1.3 **It is further recommended that the objectors are notified accordingly.**

**2. INTRODUCTION AND BACKGROUND:**

- 2.1 Residents of Boscombe Avenue have been in contact with Thurrock Council complaining that parked vehicles cause an obstruction and a road safety hazard in Boscombe Avenue. The concerns included vehicles completely blocking the footways thereby forcing pedestrians to walk in the road, vehicles double parking obstructing access to private driveways and preventing access for larger vehicles like refuse vehicles and the emergency services. This was supported by the Environment Team who confirmed that they experience difficulties gaining access with a refuse vehicle to remove waste and recycling.
- 2.2 In spring 2017 site surveys were undertaken and these confirmed that there is an issue with parked vehicles obstructing the footways and two way traffic flow along the length of Boscombe Avenue from the junction with Rectory Road to the right angle bend near number 27. This situation reduces the road width of Boscombe Avenue to one very narrow lane, which as well as causing difficulties for residents to get on and off their drives, also creates concerns over accessibility for both service and emergency vehicles. Parked vehicles near the junction can lead to the access for vehicles entering Boscombe Avenue being blocked by vehicles coming out. This can cause a tailback onto Rectory Road and is therefore a road safety concern.
- 2.3 Boscombe Avenue is a narrow residential cul-de-sac which runs eastwards from Rectory Road for a distance of 200m and then turns through a right angled bend northwards for 100m. Beyond the bend the road widens out and parking is not an issue.
- 2.4 On both sides, close to the junction there are private rear access roads that lead to garages at the rear of the properties on Rectory Road.
- 2.5 There is a short widening on each side of the road which creates two small laybys. These are directly opposite each other, being outside numbers 21/23 on the north side and numbers 22/24 on the southern side.

- 2.6 All the properties on the northern side of Boscombe Avenue back on to a private road (accessed from Chadwell Road). This allows them to park in their back gardens and many of the properties have garages at the rear.
- 2.7 None of the properties on the southern side have rear access and are dependent upon front garden or on street parking in Boscombe Avenue.
- 2.8 There are existing “At Any Time” restrictions at the junction with Rectory Road.

### **3. ISSUES AND/OR OPTIONS:**

- 3.1 As identified in the Service Requests, the concern for Boscombe Avenue is the section between the junction with Rectory Road eastwards to the 90 degree bend in the road, which is approximately two thirds along its total length. Vehicles parking on both sides of the road obstruct the footways, narrow the road width and create difficulties for residents trying to get in and out of their driveways.
- 3.2 The restricted road width also caused issues for the refuse vehicles.
- 3.3 When parking reduces the road width to one very narrow lane near the junction with Rectory Road, any vehicle exiting Boscombe Avenue will obstruct the vehicles wishing to turn into the road. This can then have an effect on the traffic flow on Rectory Road, which is considered a road safety hazard due to the restricted accessibility from the junction.
- 3.4 In order to prevent obstructive (and potentially dangerous parking), to ensure clear footways and good traffic flow, Thurrock Council proposed to introduce “At Any Time” double yellow line waiting restrictions along the northern side of Boscombe Avenue from the end of the existing restrictions near the junction with Rectory Road to a point around the inside of the bend, terminating by the flank wall of number 27. The proposal includes a short gap in the restriction to allow parking in the small layby outside numbers 19/21.
- 3.5 The Authority also proposes to introduce a short length of “At Any Time” restrictions on the opposite side of the Boscombe Avenue around the outside of the bend.
- 3.6 The statutory consultation for the restrictions was carried out between 16<sup>th</sup> January and 17<sup>th</sup> February 2017.
- 3.7 Four objections were received to these proposals;

#### **A)**

*“I am writing to you in regard of the public notice for the proposal to introduce a no waiting at any time zone to the north side of Boscombe Avenue. My concerns are:-*

- 1) *The removal of the parking spaces on the north side as you enter Boscombe Avenue will result in the people who currently park on the north*

*side parking on the south side creating a serious danger when you are exiting the road as you will be on the wrong side of the road when approaching the junction with Rectory Road when you will have to pass these vehicles. This will lead to possible accidents with vehicles entering Boscombe Avenue. The present double yellow lines on the north side of Boscombe are too short and should be extended by another car length and the south side should have the existing double yellow lines extended east to the alley way to improve the junction.*

2) *By going ahead with the planned no waiting at any time zone to the north side of Boscombe Avenue this will remove parking spaces for any visitors as the south side is mainly drop kerb driveways with no space to park between them without affecting the access and egress of these driveways. There are only two houses between number 2 and number 20 that do not have drop kerbs (number 2 & number 18).*

3) *The parking in the area of the road between number 25 and 27 can be solved by constructing a new lay-by to match up with the existing lay-by opposite on the south side of the road. This option should be looked at before introducing a no waiting zone in this section."*

**B)**

*"Hello, I live at 165 Rectory Road although my driveway is actually in Boscombe Avenue. As the council proposal is to make the North side of Boscombe Avenue no parking at any time, the cars that park in the Avenue will then park directly opposite my driveway and outside number 2 Boscombe. Due to the narrow road, I will not be able to drive onto or off of my drive anymore. Furthermore parking either side of the access alleyway adjacent to number 2 Boscombe will prevent anyone from entering or leaving the alley to access their rear parking. I have today spoken with a Council highway officer who agreed with me that yellow no parking lines would be required opposite my driveway. This would allow me to once again use my drive and other residents to use the alley adjacent to number 2 Boscombe. I hope that you can understand my point as the proposed yellow lines will greatly reduce the on street parking in the area and leave my family without a useable drive and therefore with nowhere else to park. Thank you"*

**C)**

*"I wish to object to the proposal of putting yellow lines on the whole length of Boscombe Avenue. Why only one side and not two, nearly all the houses have drives with drop kerbs.*

*The biggest obstacle of the road is the people who live in Rectory Road parking their cars from the top of Boscombe Avenue to the alley way outside No.1*

*By putting lines down they will now move over to the other side and park down to the alley way and park outside no.2 instead so where is the sense in this. It is not the whole length of Boscombe Avenue that has troubles just the top section from Rectory road to the alley ways on both sides (THIS IS WHERE THE YELLOW LINES SHOULD BE PUT DOWN)"*

**D)**

*“Whilst we agree whole-heartedly, that the end of the road, 2 x corners leading from Boscombe Ave., into Rectory Road, is very hazardous, mainly due to cars parking at the end of the road/just into Boscombe. This in turn causes cars entering Boscombe sometimes having to reverse back out onto the main road, blindly, it also means sometimes cars reversing back down Boscombe, awkwardly if there are cars parked, no matter “what” side they are parked on. I have been in this situation myself quite a few times and also witnessed some very near misses with it too.*

*It should be noted that people currently parking at that end are entitled to, provided not on the existing yellow lines, but sometimes cars “are” parked over the yellow lines, and we feel that the yellow lines should be extended down the road a bit further, purely on a safety note.*

*Other than this and the odd occasion when people visiting houses down the street sometimes will double park or park over residents driveways, these instances are, as far as we are concerned, relatively few and far between and can usually be resolved amicably. Having said this this problem occurs in every single road within the country and is not unique to Boscombe Ave!*

*One observation is that should your proposal go ahead, and the cars are parked on your proposed side of the road, this will cause many problems during inclement weather when we have snow and ice about, as the cars would experience great difficulty getting up the hill as your proposal would be forcing the traffic onto the wrong side of the road going uphill, against cars coming down the hill, which could cause accidents.*

*Another observation is could the green land at the bottom of Boscombe be paved over to increase car parking instead, this would also free the Council from the costs of regular maintenance to that patch of greenery.*

*And another problem would be, where on earth would the cars that need to park outside their homes, or their regular visitors to their homes, park now?*

*The Council only recently put in dropped curbs on the “proposed parking side” of the road therefore there is hardly any parking spaces that side, where will “they” park?*

*The people living on the opposite side will have the same problems too - where will they park?*

*Seemingly it will become a no-win situation for all Boscombe Ave. residents and their visitors*

*People will try to park down the bottom of Boscombe Ave., and around the corner and this will inevitably become a bottleneck and cause far more problems than any rare-occurring problems now.*

*As very long-term residents of Boscombe Ave., we say “if it aint broke, don’t try to fix it”! - with the exception, as mentioned above, of the 2 x Boscombe Ave./Rectory Road corners.*

*Of course we cannot speak for all of our neighbours but we do know that we are not alone in our thoughts”.*

3.8 To address the comments raised in by the objectors;

Three of the four objectors refer to parking on both sides of the carriageway in the area close to the junction with Rectory Road and suggest that the existing lines on the southern side might also benefit from extension further into Boscombe Avenue as far as the rear access roads. There may be merit in that. Therefore it is proposed that, if the scheme is approved, once things have settled down the area be reviewed to determine whether it would be beneficial to extend the waiting restrictions on the southern side for an appropriate length to further improve road safety at the junction.

Residents commented that the proposals advertised would cause vehicles to park at the end of the lines on the southern side instead of the north. However, as there are no restrictions in that location at this time there is already nothing to prevent this occurring now.

To address the comment as to why the north side and not the south side – The primary safety concern has been to allow drivers accessing the road from Rectory Road, to do so unimpeded. With the proposed restrictions in place the north side of the road will be clear of parked vehicles and this will therefore give right of way to the drivers entering the side road from the busy main road over those exiting Boscombe Ave.

Secondly, all the properties on the northern side have an alternative option of parking at the rear of their homes. The properties on the southern side do not have that option. To aid their parking, the residents on the southern side will be able to park (or have their visitors park) across the carriageway crossing (drop kerb) access to their driveways.

With respect to the grass area between numbers 25 & 27 and the request that this be used to form an additional parking area, this section of land is not Public Highway, but is Council Housing land. As such this request had not been raised with the Highways team before and therefore did not form part of this investigation.

**4. CONSULTATION (including Overview and Scrutiny, if applicable)**

Ward Members

Ward members were consulted on 27<sup>th</sup> October 2017. No comments were received.

**5. IMPACT ON CORPORATE POLICIES, PRIORITIES, PERFORMANCE AND COMMUNITY IMPACT**

5.1 These actions accord with the Council priorities to create a safer environment.

## 6. IMPLICATIONS

### 6.1 Financial

Should parking restrictions be implemented as recommended, the cost will be approximately £500 and would be funded from the 2017 / 18 Capital Programme budget for Parking Schemes. The cost code is E1829-9881-T3472.

There is sufficient funding available for this project.

Implications verified by: Laura Last - Corporate Finance  
Telephone and email: FinancialImplication@thurrock.gov.uk

### 6.2 Legal

At a general level, it is important to ensure that delegated decisions are taken by the appropriate officer, and that the origin of the delegation can be readily identified in case of future challenge.

In this instance, should parking restrictions be carried forward to implementation, they would be subject to the making of a Traffic Regulation Order (TRO). Under the provision of the Road Traffic Regulation Act 1984, local authorities can implement TRO's, designed to regulate, restrict or prohibit the use of a road or any part of the width of a road by vehicular traffic or pedestrians. A TRO may take effect at all times or during specified periods, and certain classes of traffic may be exempted from a TRO.

Permanent TRO's are subject to the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, which impose various legal requirements prior to the making of an order. These requirements include publishing a notice of the proposals in a local newspaper and allowing potential objectors 21 days to make representations. It is incumbent on the Council to take account of any representations made as a consequence of such an advertisement.

Implications verified by: Vivien Williams  
Telephone and email: vwilliams@thurrock.gov.uk

### 6.3 Diversity and Equality

No negative diversity & equality implications were identified through consultation. The proposal to introduce restrictions will improve road safety for children.

Implications verified by: Rebecca Price - Community Development Officer  
Telephone and email: Ext 63027 Diversity@thurrock.gov.uk

### 6.4 Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental

None

## **7. CONCLUSION**

- 7.1 It is not considered that the objections outweigh the harm caused by inconsiderate and obstructive parking in Boscombe Avenue; being detrimental to the free flow and safe movement of pedestrians and vehicles on Boscombe Avenue and associated problems at the junction with Rectory Road.

For the reason of road safety and to ensure the free movement along Boscombe Avenue and at the junction with Rectory Road the proposal should be implemented as proposed.

### **BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

- 3 emails of objection
- 1 letter of objection

### **APPENDICES TO THIS REPORT:**

- None

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