

October 2018	ITEM
Delegated Decision Report	
GRAYS PPA (ZONE M) – OBJECTION TO A PROPOSAL TO THE IMPLEMENTATION OF PERMIT PARKING AREA	
Wards and communities affected: Grays Riverside	Key Decision: No
Portfolio Holder: Councillor A Watkins – Highways and Transport	
Accountable Assistant Director: Steve Cox, Corporate Director of Place	
Accountable Director: Andy Millard, Assistant Director of Planning, Transportation and Public Protection	
This report is Public	

Executive Summary

Following service requests received from the residents, an investigation was undertaken to review the parking situation on Grovelands Way, Parker Road, Belmont Road, Castle Road and Rosebery Road. An informal consultation was carried out in December 2016. Of the residents who responded, 86% stated that they have issues with on street parking on their road.

On-street parking causes an obstruction to the rear access roads throughout the area. The situation is worse in Parker Road at the peak time at each end of the school day as parents are looking for a place to drop off or collect pupils from the school.

Due to the narrow road widths throughout the area it was felt that the introduction of a Controlled Parking Zone (which would require marked parking bays) would be too restrictive and reduce the potential on street parking available. A Permit Parking Area (PPA) would be more appropriate as marked bays are not required, giving greater flexibility by allowing those with Residents Permits to be able to park on street anywhere within the zone, unless there is a separate Traffic Regulation Order for waiting restrictions (indicated by single or double yellow lines) to show otherwise. PPAs also require less signage and markings, thereby reducing both the initial scheme costs and the ongoing maintenance.

In order to prevent obstructive parking and to ensure good access and visibility throughout the area, it is also proposed that “At Any Time” double yellow line waiting restrictions are introduced across the rear access roads.

A statutory consultation was carried out on the proposal to introduce an extension to the existing Grays Permit Parking Area (PPA), known as Zone M, to reduce the amount of commuter and other non-residential parking around this area, which causes disruptions to local residents.

1. Recommendations

- 1.1 Following consideration of the objections received, in order not to cause an additional distress to residents living within the area, it is recommended that the PPA (area M) is not introduced at this time as the residents do not feel this would bring any benefit to their area.**

In order to prevent obstructive parking and to ensure good access and visibility throughout the area, it is recommended that “At Any Time” double yellow line waiting restrictions are introduced as proposed.

- 1.2 It is further recommended that the objector(s) to be notified accordingly.**

2. Introduction and Background

- 2.1 Residents of Grays living on Grovelands Way, Parker Road, Belmont Road, Castle Road and Rosebery Road have been in contact with Thurrock Council with regards to parking problem they are experiencing. They claimed that as there are no restrictions in place, residents and the businesses in London Road use their road and park in front of their homes.
- 2.2 They also claimed that as their area is on the outside of the existing zone, it makes this one of the areas of free on-street parking available to drivers heading for Grays town centre, but who are not willing to pay for their parking.
- 2.3 In the main it would seem to be people heading to work via Grays train station, or those who work in Grays town centre itself.
- 2.4 In December of 2016 an informal resident’s consultation was undertaken to understand the extent of parking issues in the area. Letters were delivered to every property within the area stating that Thurrock Council are considering introducing a residents parking permit scheme for the area and asking for comments/feedback. Of the residents who replied, 86% stated there are parking issues in the area. Some gave further comments regarding the difficulties experienced over commuter parking. From this feedback it was decided to progress with the permit scheme and additional waiting restrictions across the rear access roads.

3. Issues, Options and Analysis of Options

- 3.1 During the summer of 2018 the draft Traffic Regulation Order titled “Grays Permit Parking Area – Zone M (PPA 8am – 6pm Mon – Fri & No Waiting At Any Time) Order 2018” was drawn up to cover the proposals.
- 3.2 The Statutory Public Consultation for the Order was carried out between 23rd August 2018 and 20th September 2018.
- 3.3 In total 36 objections were received to these proposals with no e-mail of support. The table below summarises the responses received following the public consultation.

Location	No. of objection(s)	Summary of objections
Rosebery Road	6	Most objections stated that there are no commuters parking issues in this road. Problem start during evening when the residents returns from work. One stated that introduction of the proposed PPA is a good idea however residents should only be allowed to be park on their own streets.
Castle Road	9	Majority stating that there are no commuters parking issues, parking issues starts during evening.
Belmont Road	2	There are no commuter parking issues, parking issues start during evening when residents return from work. Objection to the proposed “No Waiting At Any Time” across the rear access roads as it reduces the parking capacity. Chair of Belmont Village Hall stated that they already have parking issue and as result they have put a limit on number of bookings and the proposal will significantly affect the hall.
Parker Road	1	Resident stated that they own 3 cars and they have regular visitors to help with day to day living. The proposed PPA will result in her paying for additional parking.
Grovelands Way	3	Residents stating that they don’t have commuter parking related issues and that the majority have parking facilities in front and/or rear of their properties.
London Road	15	Majority of the residents stated that London Road should be included in a parking permit area as there is insufficient parking in this road. The proposed PPA zone M will increase the parking problem in London Road.

- 3.4 All the objections received were from businesses or persons living within the proposed zone and London Road.
- 3.5 Most objectors stated that commuter parking in their area is not an issue, but that parking problems occur during the evenings and at weekends, caused by residents living within the area.
- 3.6 There were concerns that, if the scheme went ahead, then drivers from outside the area would then be inclined to park in London Road, which already have insufficient parking facilities.

4. Reasons for Recommendation

- 4.1 Most residents objected that commuter parking in their area is not an issue, but that parking problems occur during the evenings and at weekends,

caused by residents living within the area. Furthermore most of the residents in London Road were concern that if the scheme went ahead the drivers from outside will take the limited parking areas available and they will not be able to park in the proposed PPA zone M area.

It is considered that the objections received to the Permit Parking proposals outweigh the requests received complaining of difficulties experienced by the residents living within the area. On that basis it is not recommended that the Permit Parking Area be introduced at this time.

In order to prevent obstructive parking and to ensure good access and visibility throughout the area, it is recommended that “At Any Time” double yellow line waiting restrictions are introduced as proposed.

5. Consultation (including Overview and Scrutiny, if applicable)

Following consultation of Ward Members, Councillor Jane Potheary commented that “As local ward councillor I know a number of residents requested permits but since the launch of the consultation, the overwhelming response I have encountered has been opposition. As stated there is a real parking issue in this area but it is largely the evenings and weekends that pose issues and is due to the sheer number of vehicles belonging to residents combined with Victorian streets, not people from elsewhere.

I support the yellow lines for the access roads as a significant number of residents have garages and still use them. The blocking of alley entrances have been an issue raised with us.”

6. Impact on corporate policies, priorities, performance and community impact

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

7. Implications

7.1 Financial

Should parking restrictions be implemented as recommended, the cost will be approximately £1000 and would be funded from the 2017 / 18 Capital Programme budget for Parking Schemes. The cost code is E1843-9881-T3462.

There is sufficient funding available for this project.

Implications verified by: Laura Last
Telephone and email: 01375652099, LLast@thurrock.gov.uk

7.2 Legal

This report deals with proposals to introduce a new CPZ, the consultation results following publicization of that proposal and a decision to carry out

alternative work to ensure good visibility and access & to prevent obstructive parking.

In this instance, parking restrictions are not proposed by way of a new CPZ. This is due to the consultation objections received and which are summarised at para 3.3 of this report.

The covering ED2 form states that the officer making the decisions set out paras 1.1 and 1.2 of this report is the Assistant Director of Planning Transportation and Public Protection in consultation with Cllr A Watkins. The decisions are within the delegated powers of relevant officer.

Accordingly there are no legal implications arising.

Implications verified by: Bob Capstick
 Telephone and email: 01375 52494 Robert.Capstick@thurrocklegal.org.uk
 Planning and Highways Locum

7.3 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: Roxanne Scanlon
 Telephone and email: 01375 652312, rscanlon@thurrock.gov.uk
 Community Engagement and Project Monitoring Officer

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Crime and Disorder)

None

8. Background papers used in preparing the report

- 31 emails of objection
- 5 letters of objection
- Replies from the residents consultation held December 2016

9. Appendices to the report

- None

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