

Date March 2018		ITEM
Delegated Decision Report		
OBJECTIONS TO GRAYS CPZ EXTENSION - PPA ZONE H		
Portfolio Holder: Councillor A Watkins – Highways & Transportation		
Wards and communities affected: Grays Thurrock Little Thurrock Rectory	Key Decision: No	
Accountable Head of Service: Andy Millard – Planning, Transportation & Public Protection		
Accountable Director: Steve Cox, Director of Environment and Place		
This report is Public		
Purpose of Report: To consider objections to Grays CPZ Extension - PPA Zone H		

EXECUTIVE SUMMARY

Following Service Requests received from residents, an investigation was undertaken to review the parking situation in the section of Grays bordered by Bridge Road to the west, East Thurrock Road/Broadway to the north and the railway line to the south. It followed claims that commuter vehicles left in the area all day whilst the driver goes to work either in Grays, or via the train station, restricts parking for residents. Many vehicles are also left parked too close to the junctions, which causes obstruction to driver sightlines and restricts access for emergency / delivery vehicles. It was also claimed that parents dropping off and collecting pupils of Thameside Primary School in Manor Road create further parking problems at each end of the school day.

Surveys confirmed these statements. On-street parking does cause an obstruction to junctions throughout the area and daytime parking resulting from commuters takes up much of the on-street parking stock, restricting the parking availability for those living within the area. The situation is worse at the western part of the area. Similarly, the school traffic causes issues at the eastern side.

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 around junctions in the area for a distance of 10m in each direction. This is in accordance with the distances recommended in the Highway Code.

1. RECOMMENDATIONS:

- 1.1 **Following consideration of the objections received, in order to enable residents living within the area to be able to park close to their homes without the restrictions caused by vehicles belonging to drivers from outside the area, it is recommended that the PPA is introduced as proposed throughout the area, with the exception of Gipsy Lane/Broadway and East Thurrock Road.**
- 1.2 **In order to maintain good access for emergency and delivery vehicles and to ensure road safety at the junctions throughout the area, that the “At Any Time” waiting restrictions are implemented as proposed**
- 1.3 **Following consideration of comments put forward by businesses sited within the area, it is recommended that Gipsy Lane, Broadway and East Thurrock Road be excluded from the Permit Parking Area at this time. Also that once the scheme has settled down, a further review be undertaken to determine whether alternative arrangements to introduce limited waiting bays may be appropriate in these areas.**
- 1.4 **It is further recommended that the objectors are notified accordingly.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 Residents of Grays living in the area bordered by Bridge Road to the west and East Thurrock Road/Broadway to the north have been in contact with Thurrock Council requesting an extension of the existing Grays Controlled Parking Zone into their area.
- 2.2 They claimed that as their area is just outside the existing zone, it makes this the first area 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. Residents also allege that the situation has got worse since the College opened in Grays – but this cannot be confirmed.
- 2.4 The area is just outside the existing CPZ and includes the entire length of Alfred Street, Arthur Street, Church Street, Elm Road, Grove Road, Gypsy Lane, John Street, Maple Road, Oak Road, Percy Street & William Street.

Parts of Manor Road, Whitehall Lane, Wood Street and Broadway are also included.

- 2.5 In December of 2016 a resident's consultation was undertaken. 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, the majority were very much in favour of the proposal. Many gave further comments regarding the difficulties experienced with commuter vehicles and also with how vehicles park close to junctions at all times of the day and night. From this feedback it was decided to progress with the permit scheme and additional waiting restrictions around junctions during the next financial year.

3. ISSUES AND/OR OPTIONS:

- 3.1 During the summer of 2017 the draft Traffic Regulation Order titled "Grays Permit Parking Area – Zone H (PPA 8am – 6pm Mon – Fri & No Waiting At Any Time) Order 2017" was drawn up to cover the proposals.
- 3.2 The Statutory Public Consultation for the Order was carried out between 17th November and 8th December 2017.
- 3.3 Nine objections were received to these proposals and one email of support.
- 3.4 1) objection from Councillor M Stone (Ward Member) *"I feel that I must object against this on the grounds that I will have to pay to park in my own road. I feel that all residents should have free permits."*
- 3.5 2) objection from a resident within the area on the basis that permits will not resolve the parking issues as most problems occur overnight when the residents are home rather than during the working day
- 3.6 3) objection from a resident from within the area concerned that they would not be able to park in adjacent road within the zone
- 3.7 4) objection from a resident from within the area stating that he has never had any difficulties parking in his road
- 3.8 5) objection from a resident from Arthur street who currently runs a car hire business from the public highway and is concerned there will be nowhere to park his vehicles
- 3.9 6) objection from a parent living outside the proposed zone objecting because there will be nowhere to park when they drop off or collect their child from Thameside School
- 3.10 7) one email representing businesses in Gipsy Lane concerned that there will be no provision for customer parking. The businesses include a tyre repair garage and an insurance office. They were asking what provisions will be put in place for the customers of these premises
- 3.11 8) objection from a B&B running within the area which specialises in providing accommodation for contractors working in the borough. Whilst not open to the public in general, this property claims to rent out rooms to workers employed

on short term contracts in the Thurrock area. The property has no provision for off street parking, but was asking to be allowed to park 14 vehicles on the highway.

- 3.12 9) Objection from a firm of accountants based in Bridge Road *“We need to point out to you that our staff need to have use of their cars both to work at our premises and to visit clients, our clients also need to be able to park at/or near our premises. There is limited time parking opposite our offices in Bridge Road and the car parks in William Street, Charles Street and Grove Road are both inadequate and already overly subscribed”*.
- 3.13 Email of support from resident living within the area. *“33 years I’ve lived here and in the last 5 years it’s become a nightmare. I have asked c John Kent and c c Kent about permits because of this problem we struggle so badly to park near our houses due to all the takeaways and businesses near us”*

Considering the objections above;

- 3.14 two of the objections come from persons living outside the area and it could be considered that they are part of the parking problem which is causing the residents’ concerns.
- 3.15 Two objections came from persons whose business are operating within residential roads (car hire and B&B) and are placing a burden on the local highway without consideration for the local residents. Neither of these businesses are obvious from the external view of the property and it is possible that one of these is operating illegally from the Highway.
- 3.16 The ward member stated that he feels all residents should have free parking permits. At this time the first two permits per household and the first book of visitors permits are issued free of charge. To change the charging arrangements for Permit schemes in Thurrock would require a policy decision by the Council.
- 3.17 The resident who objected because he was concerned that he would be unable to park in adjacent road within the zone if their own road was full was advised that this is not the case. A resident with a Zone H permit will be able to park anywhere within the zone (where there are no yellow lines). If their street has no availability then the can park in the neighbouring road.
- 3.18 The resident who claimed that permits “will not resolve the parking issues as most problems occur overnight when the residents are home rather than during the working day” does have a valid point. The on-street parking availability within the area cannot meet the demand for the number of vehicles owned by the residents living in the area. However, the situation is made worse during the working day by non-residents who park in the area, increasing the difficulties for those who are home, or return home, during the day.
- 3.19 With regards to the representation from businesses in Gipsy Lane concerned that there will be no provision for customer parking, this had been overlooked

at the scheme design stage. Following a subsequent review it is agreed that the Council does not wish to cause unnecessary difficulties for legitimate business in the area which rely on customers visiting the premises. It is therefore recommended that Gypsy Lane be left out of the scheme at this time as there are several businesses located in this vicinity. Similarly it would be appropriate that the section of Broadway and East Thurrock Road which were to be incorporated are also excluded from the Permit Parking Area at this time.

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

Ward Members

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 £1500 and would be funded from the 2017 / 18 Capital Programme budget for Parking Schemes. The cost code is E1829-9881-T3451.

There is sufficient funding available for this project.

Implications verified by: Laura Last

Telephone and email: 01375 652099, LLast@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: David M G Lawson
Telephone and email: 07875 397 764, dlawson@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: Becky Price

Telephone and email: 01375 652930, REPrice@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 presented outweigh the difficulties experienced by the residents living within the area and the harm caused by inconsiderate and obstructive parking; being detrimental to the free flow and safe movement of traffic on residential roads throughout the proposed PPA zone H.

For the reason of road safety, to ensure the free movement throughout the area and to remove parking by non-residents, the proposal should be implemented as proposed.

However, in order not to impede the businesses situated on Gipsy Lane the carriageway of this road could be excluded from the zone at this time. Following scheme implementation this area could be further reviewed to determine whether limited time parking bays would be appropriate on Gipsy Lane for customers and deliveries for the businesses. Similarly it would be appropriate that the section of Broadway and East Thurrock Road which were to be incorporated are also excluded from the Permit Parking Area at this time.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- 9 emails of objection
- 1 email of support

- Replies from the residents consultation held December 2016

APPENDICES TO THIS REPORT:

- None

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