

October 2018

**ITEM: dem
services to add
number**

Delegated Decision Report

VARIOUS ROADS CORRINGHAM, STANFORD-LE-HOPE AND GRAYS – OBJECTION TO A PROPOSAL TO IMPLEMENT PARKING RESTRICTIONS

Wards and communities affected:

Corringham & Fobbing
Stanford Le Hope West
Little Thurrock Rectory
Little Thurrock Blackshots

Key Decision:

No

Report of: Councillor A Watkins – Environment & Highways

Accountable Assistant Director: Andy Millard, Assistant Director of Planning, Transportation and Public Protection

Accountable Director: Steve Cox, Corporate Director of Place

This report is Public

Executive Summary

A statutory consultation was carried out at various roads in Corringham, Stanford-Le-Hope and Grays which included a proposal to implement double yellow lines “At Any Time” parking restrictions on the following junctions and lengths of road:

- Larkswood Road, Corringham & Fobbing
- Burrs Way, Corringham & Fobbing
- St Andrews Way, Stanford Le Hope West
- Dock Road, Little Thurrock Blackshots
- Rectory Road, Little Thurrock Rectory

The areas are proposed to prevent people parking in areas that cause visibility and accessibility obstructions.

Furthremore the proposals seek to remove small sections of double yellow lines at Lodge Lane and at Lenmore Avenue, where they are considered to not affect visibility or accessibility.

This Report has been drafted to assess the objections on the following areas:

- Larkswood Road, Corringham & Fobbing
- Burrs Way, Corringham & Fobbing

The report does not include those proposals where no objections were received and these will be forwarded for approval to proceed following the approval of recommendation contained in this report. These are specifically the following areas:

- St Andrews Way, Stanford Le Hope West
- Dock Road, Little Thurrock Rectory
- Rectory Road, Little Thurrock Rectory
- Lodge Lane, Grays (revocation) Little Thurrock Blackshots
- Lenmore Avenue (revocation) Little Thurrock Rectory

1. Recommendation(s)

1.1 Option 1

It is recommended that following consideration of the objections to the proposed restrictions in Larkswood Road and Burrs Way, the objection is partially upheld and the parking restrictions are implemented at the junction of Larkswood and Burrs Way, on the bends outside 12 & 17 Larkswood Road and on the bend outside 13 Burrs Way and that the restrictions across the accesses in Larkswood Road and Burrs Way are omitted. As denoted in Appendix A

Furthermore, all other proposed areas will be forwarded to Portfolio Holder for formal approval.

1.2 Option 2

It is recommended that following consideration of the objections to the proposed restrictions in Larkswood Road and Burrs Way, the objection is partially upheld and the parking restrictions are implemented at the junction of Larkswood and Burrs Way, on the bends outside 12 & 17 Larkswood Road, on the bend outside 13 Burrs Way, across the accesses to 23-37, 39-65, 67-95, 97-115 Larkswood Road and that the restrictions across the rear accesses in Larkswood Road and Burrs Way are omitted. As denoted in Appendix B

Furthermore, all other proposed areas will be forwarded to Portfolio Holder for formal approval.

1.3 Option 3

It is recommended that following consideration of the objections to the proposed restrictions in Larkswood Road and Burrs Way, the objection is not upheld and these parking restrictions along with the proposed

restrictions at St Andrews Way, Dock Road, Rectory Road, Lodge Lane and Lenmore Avenue are to be implemented as proposed.

1.4 It is further recommended that the objectors are notified accordingly.

2. Introduction and Background

2.1 Funding was allocated within the 2018/2019 Integrated Transport Programme to investigate parking restrictions at various sites around the borough where problems have been identified or requests have been received from members of the community.

2.2 Among requests received were for parking restrictions to be implemented in Larkswood Road and Burrs Way as people were experiencing difficulties due to cars parking across access and around the bends obstructing the footway/carriageway and visibility sight lines. In addition requests were received for further restrictions at St Andrews Way, Stanford Le Hope and to review a recent addition to the double yellow lines in Lodge Lane and the reduction of double yellow lines at Lenmore Avenue.

2.3 A Statutory consultation was carried out between 27th July 2018 and 21st September 2018. Five objections were received from residents of Larkswood Road and Burrs Way.

3. Issues, Options and Analysis of Options

3.1 Five objections were received from the residents Larkswood Road and Burrs Way where the proposal is to restrict the parking across access. A further objection was received from a resident of Lodge Lane to the removal of the small section of double yellow lines.

3.2 All the objections came from residents living within the area affected by the proposals.

3.3 The main cause for concern for residents in Larkswood and Burrs Way related to issues surrounding the difficulties the proposal would create for the residents parking in the area, however some have requested that the restriction be located opposite where they are currently proposed across accesses to garage blocks so that they are along the southwest side of the road across vehicular accesses.

The objection to the removal in Lodge Lane was that this would then lead to parking at the bend of Premier Avenue and Lodge Lane.

3.4 The parking restrictions proposed are in line with the Highway Code to prevent vehicles parking around junctions and on bends, blocking access/egress and visibility sight lines.

3.5 As this proposal is from a request of a safety issue, it is considered that the restrictions should be implemented to ensure sight lines are maintained and

that the footway and carriageway do not become obstructed. In regards to Lodge Lane, this proposal would not remove the restriction at the junction for Lodge Lane and Premier Avenue so it is considered that this removal of double yellow lines should proceed as proposed.

- 3.6 However, having considered the objections submitted, for Larkwood and Burrs Way it is considered that there would be three potential options:

Option 1 - Would be to remove the restrictions at all the access points and only implement restrictions at the junction of Larkwood Road and Burrs Way and at the bends. As denoted in Appendix A

Option 2 - Would be to remove the restrictions across the small private rear accesses, implement restrictions at the junction of Larkwood Road and Burrs Way and at the bends and implement reduced restrictions across the accesses to 23-37, 39-65, 67-95, 97-115 Larkwood Road omitting the tails into the access. As denoted in Appendix B

Option 3 - Would be to implement the restrictions as proposed.

All other proposed restrictions at St Andrews Way, Dock Road, Rectory Road, Lodge Lane and Lenmore Avenue are to be implemented as proposed.

- 3.7 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, display of notices in roads or other places affected by the order; or the delivery of notices or letters to premises, or premises occupied by persons, appearing to the authority to be likely affected by any provision in the order 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.

- 3.8 Should parking restrictions be implemented as recommended, the cost will be approximately £1000.00 and would be funded from the Parking Service Requests – Cost Code E1829 9881 T1040. There is sufficient funding available for these projects.

- 3.9 There are no diversity and equality implications noted in this report.

4. Reasons for Recommendation

4.1 Option 1

To accommodate objections from residents regarding restrictions of parking in Larkwood Road and Burrs Way.

4.2 Option 2

To partly accommodate objections from residents regarding restrictions of parking but to also accommodate those concerns from residents of the access to 23-37, 39-65, 67-95, 97-115 Larkwood Road regarding obstruction of these accesses.

4.3 Option 3

To omit objections from residents and prevent parking across all access points both private and public, plus prevent parking at bends and junctions as set out in the Highways Code.

All other proposed restrictions at St Andrews Way, Dock Road, Rectory Road, Lodge Lane and Lenmore Avenue are to be implemented as proposed.

4.4 It is further recommended that the objectors are notified accordingly.

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

5.1 The scheme falls within the wards of Corringham & Fobbing, Stanford Le Hope West, Little Thurrock Rectory, Little Thurrock Blackshots and members from these wards have been consulted on this DDR. There have been three comments from local ward members. The local ward members for Stanford Le Hope West agrees with the proposals in their area and regarding the options for other areas recommends option 2 as this would be the fairest compromise whilst also improving safety and listening to residents 'concerns.

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 £1000.00 and would be funded from the Parking Service Requests – Cost Code E1829 9881 T1040. There is sufficient funding available for these projects.

Implications verified by: Laura Last

Telephone and email: LLast@thurrock.gov.uk

7.2 Legal

This report deals with proposals to introduce double yellow line parking restrictions following requests for the same as set out in para 2.2 of the report.

Following consultation, three options are proposed as set out in paras 1.1, 1.2 and 1.3 (with notification proposals set out at para 1.4) of the report which are explained further in paras 4.1, 4.2 and 4.3. Part 3 of the report (“Issues, Options and Analysis of Options”) sets out the reasons why each of the three options is considered suitable.

The covering ED2 form states that the officer making the decisions as to which of the three options to implement 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 and the report sets out the reasons why each of the options is suitable.

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 the consultation detailed in this report. The proposal to introduce restrictions will improve road safety.

Implications verified by: Roxanne Scanlon
Telephone and email: 01375 652312 rscanlon@thurrock.gov.uk

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

None

8. Background papers used in preparing the report (including their location on the Council’s website or identification whether any are exempt or protected by copyright):

- Emails of objection

9. Appendices to the report

- None

Report Author:

Bradley Steel
Engineering Technician
Transport Development