

<b>Date March 2018</b>		<b>ITEM</b>
<b>Delegated Decision Report</b>		
<b>OBJECTIONS TO GRAYS CPZ EXTENSION - PPA ZONE J</b>		
<b>Portfolio Holder:</b> Councillor Watkins – Portfolio Holder for Highways & Transportation		
<b>Wards and communities affected:</b> Grays Thurrock	<b>Key Decision:</b> No	
<b>Accountable Assistant Director:</b> Andy Millard, Assistant Director for Planning Transportation & Public Protection		
<b>Accountable Director:</b> Steve Cox, Director of Place and Julie Rogers, Director for Environment & Highways		
<b>This report is Public</b>		
<b>Purpose of Report:</b> To consider objections to Grays CPZ Extension - PPA Zone J		

## **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 south and Whitehall Lane to the east. It followed claims that commuter’s 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 and this causes an obstruction to driver’s sightlines and restricts access for emergency / delivery vehicles.

Surveys confirmed that, towards the western side of this area, daytime parking resulting from commuters takes up on-street parking which restricts the parking availability for some residents. On-street parking does cause an obstruction to junctions throughout the area.

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 Resident Permits to be able to park on-street anywhere within the zone, unless there is a separate Traffic Regulation 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 not to cause an additional distress to residents living within the area, it is recommended that the PPA (area J) is not introduced at this time as the residents do not feel this would bring any benefit to their area.**
- 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 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 south 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 on the outside of the existing zone, it makes this one of the first 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 The area is just outside the existing Grays Controlled Parking Zone and includes the entire length of Benson Road, Salisbury Road, Richmond Road, Kent Road and Blackmore Close.
- 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 in favour of the proposal. Some gave further comments regarding the difficulties experienced over commuter parking, but many commented on vehicles which 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 J (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 24<sup>th</sup> November and 15<sup>th</sup> December 2017.
- 3.3 Eight objections were received to these proposals and one email of support.
- 3.4 All the objections and the email of support received were from persons living within the proposed zone.
- 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 also concerns that, if the scheme went ahead, then drivers from outside the area would then be inclined to park in the access roads, between and to the rear of, the houses in the area. There was concern that these areas will become obstructed with parked vehicles and not be enforced.

#### **Considering the objections above;**

- 3.7 The residents 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” do 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. This is not an issue which could be resolved by the introduction of a residents permit parking scheme.
- 3.8 With regards to the concerns with over parking in the rear access roads; these areas are private land and are not part of the public highway. On that basis, any obstructive parking which does occur in these areas cannot be enforced by the Council’s Civil Enforcement Officers.

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

#### **Ward Members**

The Ward Members were consulted on 26<sup>th</sup> June 2018. 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 £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, Management Accountant  
Place Directorate and Environment & Highways  
Directorate I Finance & ICT

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### 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, Solicitor  
Monitoring Officer to Thurrock Council & Office of  
Essex Police, Fire & Crime Commissioner  
Assistant Director of Law & Governance

Telephone and email: Email: [dlawson@thurrock.gov.uk](mailto:dlawson@thurrock.gov.uk)  
Tel: 07875 397 764

### 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: Natalie Warren, Strategic Lead  
Community Development and Equalities  
Adults, Housing and Health Directorate

Telephone and email: Ext: 52942 (external): +44 (0) 1375 652942  
Email: [dlawson@thurrock.gov.uk](mailto:dlawson@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 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 maintain good access for emergency and delivery vehicles and to ensure road safety at the junctions throughout the area, it is considered that the “At Any Time” waiting restrictions should be implemented as proposed.

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

- 8 emails of objection
- 1 email of support
- Replies from the residents consultation held December 2016

**APPENDICES TO THIS REPORT:**

- None

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