

January 2019	ITEM: dem services to add number
Delegated Decision Report	
SAFER ROUTES TO SCHOOL, AVELEY AND UPLANDS, BELHUS, GRAYS THURROCK, STANFORD EAST AND CORRINGHAM TOWN – OBJECTION TO A PROPOSAL TO IMPLEMENT PARKING RESTRICTIONS	
Wards and communities affected: Aveley and Uplands Belhus Grays Thurrock Stanford East and Corringham Town	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 Aveley and Uplands, Belhus, Grays Thurrock, Stanford East and Corringham Town wards which included a proposal to implement double yellow lines “At Any Time” parking restrictions on the following locations;

- Tamar Drive
- Balmoral Avenue
- Sandringham Close
- Humber Avenue
- Garron Lane
- Elm Road / Maple Road bend
- Elm Road / Oak Road

The restrictions are proposed to prevent people parking in areas that cause visibility and accessibility obstructions around the school areas, the proposed restrictions will ensure a safer environment around the schools.

Furthermore the proposals for no waiting at any time at Elm Road and Maple Road bend, near the school entrances is proposed to ensure good traffic flow and keep visibility or accessibility at the junction and bend. The restrictions at the junction of Elm Road and Oak Road have been previously proposed and agreed under a

separate Traffic Regulation Order “Grays, Resident Permit Parking Area – Zone H” and are therefore omitted from this scheme and report.

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

- Elm Road / Maple Road bend, Grays

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

- Tamar Drive
- Balmoral Avenue
- Sandringham Close
- St James Avenue
- Humber Avenue
- Garron Lane

1. Recommendation(s)

- 1.1 It is recommended that following consideration of the objection to the proposed restrictions at Elm Road and Maple Road bend, the objection is not upheld and that those restrictions are to be implemented as proposed.**

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

- 1.2 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 safer routes to school at various school sites around the borough where problems have been identified or requests have been received from members of the community.**

- 2.2 As part of investigations for the safer routes to school program and following complaints that cars are parked dangerously, mainly during the school pick up and drop offs, Elm Road and Maple Road were investigated and parking restriction is proposed.**

Elm Road and Maple Road bend was highlighted as it was potentially a blind spot for vehicles due to cars parking close to bend, obstructing the traffic flow and visibility sight lines.

The restriction is proposed to improve the road safety, ensure sight line visibility is maintained and to prevent the obstructive parking.

- 2.3 The restrictions at the junction of Elm Road and Oak Road have been previously proposed and agreed under a separate Traffic Regulation Order “Grays, Resident Permit Parking Area – Zone H” and are therefore omitted from this scheme and report.
- 2.4 A Statutory consultation was carried out between 28th September 2018 and 19th October 2018. Five objections were received three from local residents and two from the local ward councillor. One supporting letter was also received from a resident of Elm Road regarding restrictions and raising concerns.

3. Issues, Options and Analysis of Options

- 3.1 Three objections were received from local residents and two objections were received from the local councillors where the proposal is to restrict the parking at Elm Road and Maple Road bend. We received one letter of support for the permit area scheme to be implemented and raising concerns regarding “*vehicles parking on the corner of roads making it difficult for delivery vehicles and bin lorry’s to operate*” in this area.
- 3.2 The main concern from the residents and the councillors is “*the parking in this area is already incredibly difficult and these proposals would only make the situation worse and there will be residents unable to ever park near to their homes again*”.
- 3.3 The proposed restriction is located on a bend outside a residential property. Whilst this does mean there will be some loss of residential parking directly outside their properties, the road safety, access and sight lines visibility benefits outweigh the loss of parking. 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.
- 3.4 As this proposal is of a safety issue and to improve the safety around the local schools, 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.
- 3.5 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.

- 3.6 Should parking restrictions be implemented as recommended, the cost will be approximately £1,000 and would be funded from the Parking Service Request budget – Cost Code E1843 9881 T3468. There is sufficient funding available for these projects.
- 3.7 With regards to equality implications the proposal to introduce restrictions will improve road safety, visibility and accessibility for all, regardless of protected characteristics. These positive road safety impacts are, in particular, likely to disproportionality effect the elderly and people who are disabled due to an increased walking distance after parking. The equality impacts on not upholding the restrictions have been considered and would impact negatively

4. Reasons for Recommendation

- 4.1 To alleviate safety concerns regarding parking in Elm Road and Maple Road. It is recommended all other proposed areas will be forwarded to Portfolio Holder for formal approval to be implemented as proposed for Highways Accessibility, Visibility and Safety.
- 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 Aveley and Uplands, Belhus, Grays Thurrock, Stanford East and Corringham Town and members from these wards have been consulted on this DDR. We have received no comments from local ward members regarding the scheme.

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 £1,000 and would be funded from the Parking Service Requests – Cost Code E1843 9881 T3468. There is sufficient funding available for these projects.

Implications verified by: Mark Terry
Telephone and email: mterry@thurrock.gov.uk

7.2 Legal

Implications verified by: Tim Hallam
Telephone and email: tim.hallam@thurrocklegal.org.uk

7.3 Diversity and Equality

With regards to equality implications the proposal to introduce restrictions will improve road safety, visibility and accessibility for all, regardless of protected characteristics. These positive road safety impacts are, in particular, likely to disproportionality effect the elderly and people who are disabled due to an increased walking distance after parking. The equality impacts on not upholding the restrictions have been considered and would impact negatively

Implications verified by: Natalie Warren
Telephone and email: NWarren@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:

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