

January 2019		ITEM: dem services to add number
Delegated Decision Report		
LITTLE THURROCK RECTORY, GRAYS – OBJECTION TO A PROPOSAL TO IMPLEMENT PARKING RESTRICTIONS		
Wards and communities affected: Little Thurrock Rectory	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 Little Thurrock Rectory, Grays ward which included a proposal to implement double yellow lines “At Any Time” parking restrictions on the following locations;

- Southend Road
- Whitehall Road
- Rogers Road
- Toft Avenue
- Eastern Road
- Nunns Way
- Hollowfield Avenue
- Meadway
- Hillside
- Ridgeway
- Dartview Close
- Chadwell Road
- Palmers Drive
- Macleod Close
- Addison Gardens
- Walpole Close
- Rectory Road

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

Furthermore the proposals seek to replace the single yellow lines at Southend Road and Whitehall Road junction with double yellow lines, to keep ensure good traffic flow and aid visibility and accessibility at the junction.

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

- Palmers Drive
- Macleod Close
- Walpole Close
- Addison Gardens
- Toft Avenue

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:

- Southend Road
- Whitehall Road
- Rogers Road
- Eastern Road
- Nunns Way
- Hollowfield Avenue
- Meadway
- Hillside
- Ridgeway
- Dartview Close
- Chadwell Road
- Rectory Road

1. Recommendation(s)

- 1.1 It is recommended that following consideration of the objections to the proposed restrictions in Palmers Drive, Macleod Close, Walpole Close, Addison Gardens and Toft Avenue the objections are upheld and that those restrictions on Palmers Drive, Macleod Close, Walpole Close, Addison Gardens and Toft Avenue are to be omitted. The restrictions on Whitehall Road are to be reduced.**

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 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 Chadwell Road and Rectory Road area as people were experiencing difficulties due to cars parking close to junctions obstructing the footway/carriageway and visibility sight lines. In addition to service requests we are proposing restrictions on the basis of Highways Accessibility, Visibility and Safety, as stated in the Highways code “it is statutory to not park within 10m of a junction”. The restrictions at those junctions follow that philosophy.**

- 2.3 A statutory consultation was carried out between 2nd November 2018 and 23rd November 2018. Three objections were received from local residents and one objection received from local Ward councillor.

3. Issues, Options and Analysis of Options

- 3.1 Two objections were received from the residents Palmers Drive and Walpole Close where the proposal is to restrict the parking at junctions in Palmers Drive and Walpole Close, McLeod Close and Addison Gardens. A further objection was received from local ward councillors after receiving many concerns from residents of Palmers Drive, Walpole Close, McLeod Close and Addison Gardens over the proposal.

An objection was received from a resident of Toft Avenue where the proposal is to restrict the parking on the inside of the bend outside their property.

- 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 the estate - Palmers Drive, Walpole Close, McLeod Close and Addison Gardens area related to issues surrounding the difficulties the proposal would create for the residents parking in the area.

A concern raised by the resident of Toft Avenue was they felt the introduction of parking restrictions on the bend would have a "knock on effect all along the road particularly to the west side of my property where my garage and runway are I already suffer significant problems with people parking over my drive stopping me from either entering or exiting my garage, the parking restriction will I feel exacerbate this problem.

- 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.
- 3.6 However, having considered the objections submitted for Toft Avenue Palmers Drive, Walpole Close, McLeod Close and Addison Gardens, residents do not consider parking to be an issue in these locations. After review of the locations it is not considered that the parking at these locations creates issues of visibility and safety and implementing restrictions here would create parking issues and may result in parking migrating to more inappropriate areas.

Therefore we feel it would be a reasonable request to relax the proposal and to omit the restrictions in these locations. We will review the implementation of restrictions should we receive specific requests from residents of these areas. All other proposed restrictions 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 E1843 9881 T3472. There is sufficient funding available for these projects.
- 3.9 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 disproportionately affect 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 accommodate objections from residents regarding restrictions of parking in Toft Avenue, Palmers Drive, Mcleod Close, Walpole Close and Addison Gardens. To reduce the impact of already limited parking on Whitehall Road due to the lack of parking in the area and around the shops where there is an overflow of parking.

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 Little Thurrock Rectory and members from these wards have been consulted on this DDR. Responses have been received from the two Ward Members who both agree with the recommendation to omit the waiting restrictions at Palmers Drive, Macleod Close, Walpole Close, Addison Gardens and that the restrictions on the inside of the bend at Toft Avenue. They also requested the reductions to the restrictions on Whitehall Road due to the lack of parking in the area and the shops cause an overflow of parking. On assessing these comments there will be no impact on implications therefore following these request the report has been amended to include the reduction of the double yellow lines at Whitehall Road.

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 E1843 9881 T3472. There is sufficient funding available for these projects.

Implications verified by: Mark Terry
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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

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