

May 2019		ITEM dem services to add number
Delegated Decision Report		
GRAYS ZONE J – ACCESS ROADS OBJECTION TO A PROPOSAL TO THE IMPLEMENTATION NO WAITING AT ANY TIME ORDER 2019		
Wards and communities affected: Grays Thurrock	Key Decision: No	
Portfolio Holder: Councillor B Maney – Highways and Transport		
Accountable Assistant Director: Leigh Nicholson, Interim Assistant Director of Planning, Transportation and Public Protection		
Accountable Director: Andy Millard, Interim Corporate Director of Place		
This report is Public		

Executive Summary

Following service requests received from the residents, an investigation was undertaken to review the parking situation in the access roads in the following roads:

- Richmond Road
- Salisbury Road
- Benson Road
- Kent Road

A site survey together with photo evidence received from residents confirmed that, some parking causes an obstruction to the entrance to the rear access roads throughout the area.

In order to prevent obstructive parking and to ensure good access and visibility throughout the area, it is proposed that “At Any Time” double yellow line waiting restrictions are introduced across the entrance to the rear access roads.

A statutory consultation was carried out on the proposal to introduce “No Waiting At Any Time” double yellow line restrictions throughout the area to reduce obstructive parking, which causes disruptions to local residents.

1. Recommendations

1.1 Following consideration of the objections received, in order to prevent obstructive parking and to ensure good access and visibility throughout the area that the “At Any Time” waiting restrictions are implemented as proposed.

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

2. Introduction and Background

2.1 Residents of Grays living on Richmond Road, Salisbury Road, Kent Road and Benson Road have been in contact with Thurrock Council with regards to the parking problems they are experiencing. They claimed that as there are no restrictions in place, the access roads are being blocked by cars parking in front of them and therefore preventing residents from using their own garages at the rear of their properties for parking.

2.2 A Statutory Consultation was carried out in February 2019. Four objections were received, one of which was after the consultation period ended. Two emails of support were also received.

3. Issues, Options and Analysis of Options

3.1 Four objections were received and two emails of support with the details below:-

Support 01	<i>I have been having a great deal of trouble accessing the rear of my son’s property to carry out remedial work to his garage, which is both frustrating and annoying. The arrogance of inconsiderate car owners has to say the least caused a great deal of anxiety not withstanding other tenants having the same problems. Double yellow lines would in my opinion be an effective start to overcoming the problem. If this can be arranged I would be very grateful, and likewise with other tenants who are also affected by this problem.</i>
Support 02	<i>I spoke to you some months ago regarding the parking situation in Kent Road. The situation has not improved. Last night I was again blocked in and one week ago, someone even parked on my drive (white Volvo), I was blocked in by a van and I had to get a lift to work. I have not heard anything of the cameras that you mentioned, the yellow lines on the highway entrance or any further communication regarding parking in the road. The situation is quite volatile, we were even blocked in on Christmas day at 12pm and called the police as the car never moved for an hour. This obviously even meant that people could not get to their garages if required. All that we received was a mouth full of abuse from a drunk neighbour who then proceeded to drive off in the car!</i>
Objection 01	<i>I feel that as your department rejected the residents parking extension into Richmond Road and adjoining areas stating that this would be of no benefit to the residents, I feel that the new TRO will further exacerbate the parking problems in the residential streets.</i>

<p>Objection 02</p>	<p><i>Measuring 9.8m southward, from the northern boundary of this property adequately allows access for the allotments and garages at the rear of these properties. However, it will increase parking stress in this location. As an experienced parking stress surveyor for many London boroughs I can see the local stress on parking is over 80% at the top end of Kent Road. Removing parking will create more stress and thus more than likely increase parking fouling the access to our yard, where there is no such consideration for access as you've granted others in this proposal.</i></p>
<p>Objection 03</p>	<p><i>There are currently not enough places to park in these three roads and I believe that stopping people parking at these locations will cause even more arguments in the street. I have lived here for nearly four years and there isn't a week goes by when there are cars being hit by people trying to park or arguments about spaces.</i></p>
<p>Objection 04 (late objection)</p>	<p><i>I've been trying to find the words to counter this ridiculous idea. Whoever has decided this clearly doesn't live in our area. Is parking in the alleyways an issue...yes. Does it cause annoyance...yes. Is a simple measure like the one suggested the answer....no. I live in 90 Salisbury Road so are next to one of the alleys you are referring to but the issue isn't just the fact that people park there it's borne out of other issues such as;</i></p> <p><i>People letting a house and moving in with 2/3/4 cars on some occasions.</i></p> <p><i>The residents at the top of the road that all have garages not using the garages and parking on the road.</i></p> <p><i>Very poor parking from selfish residents that take up 2 spaces.</i></p> <p><i>Members of all 3 of the locals churches using our roads as their car park.</i></p> <p><i>Commuters taking spaces.</i></p> <p><i>People bringing large work vans home.</i></p>

3.2 The Statutory Public Consultation for the Order was carried out between 7th February and 28th February 2019.

3.3 All the objections received were from businesses or persons living within the roads affected.

4. Reasons for Recommendation

4.1 With regards to the objections to the proposal. On-street parking causes an obstruction to the rear access roads throughout the area. The proposal for “No Waiting At Any Time” restrictions on the access roads is to enable residents with parking at the rear of the properties to be able to park their cars in their garages and gardens and therefore increase parking capacity on the highway.

4.2 In order to prevent obstructive parking and to ensure good access and visibility throughout the area, it is recommended that “At Any Time” double yellow line waiting restrictions are introduced as proposed.

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

5.1 Ward members were consulted by email on 17th May 2019. The following comment of support was received from Cllr L Worrall:-

I regularly talk to residents in these roads and there is wide support to have these lines installed.

I understand that we cannot please everybody but I have seen the parking both across the entrances and in the alleys and it would be impossible to either move your car once you are blocked in and the emergency services would have extreme problems navigating the roads and alleys in an emergency.

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 and would be funded from the 2018/19 Capital Programme budget for Parking Schemes. The cost code is E1843-9881-T3472.

There is sufficient funding available for this project.

Implications verified by: Mark Terry – Senior Financial Accountant
Telephone: 01375 652150

7.2 Legal

Implications verified by: Tim Hallam – Deputy Head of Law and Governance
Telephone and email: 01375 652709

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 affect the elderly and people who are disabled. The equality impacts on not upholding the restrictions have been considered and would impact negatively.

Implications verified by: Natalie Warren
Telephone and email: 01375 652942

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

None

8. **Background papers used in preparing the report**

- 4 emails of objection
- 2 emails of support

9. **Appendices to the report**

- None

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