

February 2020		ITEM: dem services to add number
Delegated Decision Report		
Orsett & Grays – Objection To A Proposal To Implement Parking Restrictions		
Wards and communities affected: Orsett & Stifford Clays Wards	Key Decision: No	
Report of: Councillor B Maney – Highways & Transport		
Accountable Assistant Director: Leigh Nicholson, Interim Assistant Director of Planning, Transportation and Public Protection		
Accountable Director: Andy Millard, Corporate Director of Place		
This report is Public		

Executive Summary

A statutory consultation was carried out at various roads in Orsett and Stifford Clays ward which included a proposal to implement double yellow lines “At Any Time” parking restrictions at the following locations;

Orsett Area

- On the east side of Pound Lane from the junction with High Road northwards for 10m;
- On the north side of High Road from Pound Lane eastwards for 80m to the junction with St. Giles Close;
- On both sides of St. Giles Close from the northern kerb line with High Road, Orsett in a northerly direction for 10m on each side;
- At the junction of High Road and St. Giles Close, Orsett south easterly for 10m;
- On the western side of Rectory Road from a point 12m north of the northern kerb line of School Lane northwards for a distance of 30m;
- Hillcrest Road junction with High Road, Horndon from a point 7m south of the southern kerb line of High Road southwards for a distance of 6m;
- On the south side of Welling Road opposite the junction with Hemley Road for a distance of 16m between Nos. 44 to 46 Welling Road, Orsett;
- On the south side of Welling Road opposite the junction with Hemley Road for a distance of 13m between Nos.60 to 64 Welling Road, Orsett;

- Welling Road roundabout junction with Borley Court; Bristowe Drive; Welling Road East and Welling Road, West for a distance of 30m in each direction;

Stifford Clays Area

- At the junction of Chestnut Avenue with Long Lane for a distance of 10m;
- At the junction of Connaught Avenue with Long Lane for a distance of 10m;
- At the junction of Nutberry Avenue with Long Lane for a distance of 10m;
- At the junction of Woodcutters Avenue and Mayfields for a distance of 10m;

In addition there are also proposals for the amendment to existing parking restrictions to create additional parking at residents' request;

- On the western side of Windsor Avenue from a point 5m north of the northern kerb line of Cobham, northwards for a distance of 4m;
- On the western side of No. 1 Whitmore Avenue from a point 7m north of the northern kerb line of the access to Wennington Court northwards for a distance of 3m;

The restrictions are proposed to prevent people parking in areas that cause visibility and accessibility obstructions, therefore creating a highways safety issue. This report has been drafted to assess the objections in the following areas:

Orsett Area

- On the east side of Pound Lane from the junction with High Road northwards for 10m;
- On the north side of High Road from Pound Lane eastwards for 80m to the junction with St. Giles Close;
- On both sides of St. Giles Close from the northern kerb line with High Road, Orsett in a northerly direction for 10m on each side;
- At the junction of High Road and St. Giles Close, Orsett south easterly for 10m;
- On the western side of Rectory Road from a point 12m north of the northern kerb line of School Lane northwards for a distance of 30m;

Stifford Clays Area

- On the western side of Windsor Avenue from a point 5m north of the northern kerb line of Cobham, northwards for a distance of 4m;

As part of this report each recommendation will also recommend that those restrictions that received no objections are progressed, namely:

Orsett Area

- Hillcrest Road junction with High Road, Horndon from a point 7m south of the southern kerb line of High Road southwards for a distance of 6m;
- On the south side of Welling Road opposite the junction with Hemley Road for a distance of 16m between Nos. 44 to 46 Welling Road, Orsett;

- On the south side of Welling Road opposite the junction with Hemley Road for a distance of 13m between Nos.60 to 64 Welling Road, Orsett;
- Welling Road roundabout junction with Borley Court; Bristowe Drive; Welling Road East and Welling Road, West for a distance of 30m in each direction;

Stifford Clays Area

- At the junction of Chestnut Avenue with Long Lane for a distance of 10m;
- At the junction of Connaught Avenue with Long Lane for a distance of 10m;
- At the junction of Nutberry Avenue with Long Lane for a distance of 10m;
- At the junction of Woodcutters Avenue and Mayfields for a distance of 10m;

In addition there are also proposals for the amendment to existing parking restrictions to create additional parking at residents' request;

- On the western side of No. 1 Whitmore Avenue from a point 7m north of the northern kerb line of the access to Wennington Court northwards for a distance of 3m;

1. Recommendation(s)

There are three recommendations put forward for decision.

1.2 Recommendation A

- (i) to proceed with all restrictions as proposed that received no objections**
- (ii) to not proceed with all restrictions that were objected to**

1.3 Recommendation B

- (i) to proceed with all restrictions as proposed that received no objections**
- (ii) to proceed with all restrictions as proposed that received objections**

1.4 Recommendation C

- (i) to proceed with all restrictions as proposed that received no objections**
- (ii) to reduce the parking restrictions to 10m returns at all junctions that were proposed to have restrictions placed upon them;**
- (ii) at the junction of Cobham and Windsor Avenue the restrictions are to remain as existing**

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

2. Introduction and Background

- 2.1 Funding was allocated within the 2019/2020 Integrated Transport Programme to investigate parking restrictions at locations around the borough where problems have been identified or requests have been received from members of the community. In respect of the proposals in this TRO they were all request led.
- 2.2 As part of the delegated authority from the Parking Team, investigations were undertaken against the criteria of impact upon:
- a) Highways visibility
 - b) Highways accessibility
 - c) Highways safety

Each of these restrictions were proposed in accordance with detrimental impact to one or more of the above criteria and drafted onto the area wide Traffic Regulation Order.

- 2.3 A statutory consultation was carried out between 16th January 2020 and 7th February 2020. A number of representations were received from local residents for the following locations:-

Area	Location	Objections	Support	Total
Orsett	High Road to St. Giles Close	153	6	159
Orsett	Rectory Road	7	0	7
Orsett	St Giles Close junction only	153	1	154
Stifford Clays	Windsor Avenue/Cobham	1	0	1

3. Issues, Options and Analysis of Options

- 3.1 The objectors cited the reasons for raising their objections on the following themes:-

Orsett Area

Parking in the High Road acts as a very effective speed control especially as Orsett is being used as a cut through since the A13 widening scheme started.

Some residents believe these restrictions are being implemented as part of the A13 widening scheme or because of Lower Thames Crossing proposals?

The parking restrictions will have a detrimental effect on the Orsett Village shop as many people travel from other villages to use this valued amenity including the Post Office.

The restrictions will also affect other amenities such as the Church; Masonic Hall; Pub and Funeral Directors.

Residents who do not have off-street parking facilities will have limited parking outside of their homes which will impact on residents in other roads in the surrounding area.

Rectory Road restriction would increase vehicle speeds.

Stifford Clays Area

The proposed reduction of restrictions would decrease accessibility and visibility at the junction.

- 3.2 As a counterbalance to those objections there was also some representations in support along the following themes:

When cars and vans are double parked it makes it dangerous for children and the elderly crossing the road.

Will help with accessibility when emergency vehicles and buses are trying to get through the village.

- 3.3 The parking restrictions proposed at the junctions of Pound Lane and St. Giles Close are in line with The Highway Code to prevent vehicles parking around junctions and on bends, blocking access/egress and visibility sight lines. In addition to this the linking of the two junctions with a continuous double yellow line could provide benefit to access for the pub and for resident's properties. However it is noted that the likelihood of a severe issue arising by not advancing this element of the proposal is limited.

- 3.4 The parking restrictions proposed for Rectory Road are proposed to redress the problem of two wheels on the pavement parking which causes an obstruction and consequently a highways safety issue.

- 3.5 The proposals to reduce the restrictions on the junction of Windsor Avenue and Cobham is to align the restrictions to the Highway Code minimum junction protection and to provide appropriate on street parking on a residential street.

In this instance, should parking restrictions be carried forward to implementation, they would be subject to the making of a further 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 recommendation A, the cost will be approximately £3000.00 and would be funded from the Minor Works Parking Requests – Project Code 10237. There is sufficient funding available for these projects.

Should parking restrictions be implemented as recommendation B, the cost will be approximately £5000.00 and would be funded from the Minor Works Parking Requests – Project Code 10237. There is sufficient funding available for these projects.

Should parking restrictions be implemented as recommendation C, the cost will be approximately £3750.00 and would be funded from the Minor Works Parking Requests – Project Code 10237. 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 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 On the basis of Highways Accessibility, Visibility and Safety it is recommended to implement restrictions where they impact upon the above criteria and in relation to the Highway Code as proposed to prevent people parking in areas that cause visibility and accessibility obstructions.

- 4.2 It is noted however that the roads in question are classified as level three residential streets and are for local traffic. On this basis there could be an argument to reduce the restrictions as the impact on free flow and safe movement of traffic.

Therefore there are three recommendations for review and decision as detailed in the report. All proposals that receive no objections will be

forwarded to Portfolio Holder for formal approval to be implemented as proposed for Highways Accessibility, Visibility and Safety.

- 4.3 It is further recommended that all the objectors/supporters are notified accordingly.

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

- 5.1 The scheme falls within Orsett and Stifford Clays wards and councillors representing these wards have been consulted on this DDR.
- 5.2 Cllr B Johnson stated he would go with recommendation A
- 5.3 Cllr S Little stated she would go with recommendation A.
- 5.4 No other comments were received from ward councillors.

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 Minor Works Requests – Project Code 10237. There is sufficient funding available for these projects.

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

7.2 Legal

- 7.2.1 This report sets out proposals for the implementation of double yellow lines and parking restrictions in Orsett and Stifford Clays ward and notes that the majority of the proposals had no objections and are to be forwarded to the relevant Portfolio holder for approval and implementation. The report also deals with the relevant legislation. The report only deals with the objections made regarding the High Road, Orsett; Rectory Road, Orsett and the amendment to the restrictions in Windsor Avenue, Grays and analyses the consultation responses received. The report recommends that, on the basis of the visibility and accessibility, the Council's proposals should be implemented.
- 7.2.2 The covering ED2 form indicates that this is a decision to be taken under delegated powers by an officer, the Transport Development Manager, under HT13 of the Council's Scheme of Delegation. HT13 is for decisions relating to "Exercising the functions of the Authority under Road Traffic Regulation Act

1984, the Traffic Management Act 2004 and all other enabling powers in relation to: traffic regulation; crossings and playgrounds; speed limits & etc” and it is confirmed that the relevant officer does have the requisite authority to make this decision.

7.2.3 No further legal comments to add.

Implications verified by: LegalImplicationsRequests@thurrock.gov.uk

Telephone and email:

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: Rebecca Price

Telephone and email: REPrice@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 and letters of objection

9. Appendices to the report

- None

Report Author:

Jeanette Ketley
Engineering Technician
Transport Development