

June 2011		
Delegated Decision Report		
GRAYS THURROCK, LITTLE THURROCK & RECTORY, – VARIOUS LOCATIONS OBJECTIONS TO DOUBLE YELLOW LINES		
Portfolio Holder: Councillor Val Morris-Cook - Environment		
Wards and communities affected: Grays Thurrock Ward, Little Thurrock Rectory Ward and Stifford Clays	Key Decision: No	
Accountable Head of Service: Andrew Millard, Head of Planning and Transportation		
Accountable Director: Bill Newman, Corporate Director of Sustainable Communities		
This report is Public		
Purpose of Report: To consider objections to a proposal to implement double yellow lines on the junctions of Hathaway Road/Thurloe Walk, Palins Way/Crammavill Street and Silverlocke Road/Clarkebourne Drive.		

EXECUTIVE SUMMARY

A statutory consultation was carried out on a proposal to implement parking restrictions at various locations around the borough. Objections were received to the proposals made for the following locations;

2 objections have been received to the proposal to implement parking restrictions in Hathaway Road/Thurloe Walk.

5 objections and 1 petition have been received to the proposal to implement parking restrictions in Silverlocke Road/Clarkebourne Drive.

1 objection has been received to the proposal to implement parking restrictions in Palins Way/Crammavill Street.

1. RECOMMENDATIONS:

- 1.1 It is recommended that following consideration of the objections, the parking restrictions proposed for Hathaway Road/Thurloe Walk are shortened by 2.0m on each side of the junction as described in paragraph 3.2 and the objector is notified accordingly.**
- 1.2 It is recommended that the objection to implement double yellow lines at Palins Way/Crammavill Street are over-ruled and that the double yellow line restrictions are implemented as advertised and the objector is notified accordingly.**
- 1.3 It is recommended that following consideration of the objections to implement double yellow lines at Silverlocke Road and Clarkebourne Drive the proposed yellow lines should not be implemented at this time. It is further recommended that the Waste and Recycling Department carry out a letter drop to residents in Clarkebourne Drive and Silverlocke Road advising that restrictions will not be implemented providing access is maintained for the refuse vehicle. Should access prove problematic again in the future, the proposal for parking restrictions will be revisited.**
- 1.4 The objectors and lead petitioner should be advised of the above decisions accordingly.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 Funding was allocated within the 2010/11 Integrated Transport Programme to implement community requests at various sites around the borough where problems have been identified. A request from different members of the public was received for restrictions to be placed on the junctions of Hathaway Road/Thurloe Walk and Silverlocke Road/Clarkebourne Drive as parking on these junctions has caused access problems. These requests were also supported by the Waste and Recycling Department as parking at these locations often causes problems for the refuse truck.**

A request was received from Essex Police that parking restrictions were introduced around the Palins Way/Crammavill Street junction due to visibility problems being caused by parked vehicles.

The consultation on the above proposals was carried out between 4th March 2011 and 25th March 2011. Objections were received as follows;

2 objections for Hathaway Road/Thurloe Walk – from a resident of Hathaway Road and Ward Member. The nature of the objection is that the road is congested and no alternative parking is available.

1 objection has been received to the Palins Way/Crammavill Street proposal and this was from a resident of Palins Way. The nature of the objection is that there are currently no problems being experienced as a result of parked vehicles on the junction.

5 objections for Silverlocke Road/Clarkebourne Drive have been received – 1 from a resident of Clarkebourne Drive and 1 from a visitor of the same road. In addition to the two individual objections, a petition signed by 19 residents was received. 16 of the signatories are residents of Silverlocke Road and 3 are residents of Clarkebourne Drive. The nature of the objections and the petition is that the road is already congested with parked cars and to introduce parking restrictions on the junction will exacerbate the problem, leaving residents and visitors nowhere to park.

3. ISSUES AND/OR OPTIONS:

- 3.1 The proposals have been made to ensure safety at the junctions and to improve access for the refuse truck. The length of the restrictions proposed are the minimum that would improve access and visibility.
- 3.2 The properties in Hathaway Road do not have parking provision off road. However, the parking on Hathaway Road is on the hardstand area and is not occurring on the carriageway. Visibility is therefore slightly better when exiting Thurloe Walk by vehicle than other junctions where parking occurs on the carriageway. The length of the restrictions into Hathaway Road could therefore be reduced from 10m either side of the junction, to a length of 8m.
- 3.3 The properties at the Palins Way/Crammavill Street junction are large enough to accommodate a vehicle. There is a wide area on the radius of each side of the junction, however any vehicles parking on this area would cause an obstruction for pedestrians.
- 3.4 All of the properties in Silverlocke Road and Clarkebourne Drive have a dropped kerb and parking for at least one vehicle. The refuse vehicle experiences problems accessing properties on collection days. Due to the number of objections received to this proposal, a discussion has been held with the Waste and Recycling Department in order that alternative solutions can be sought. It is recognised that the refuse truck only needs access for a short duration one day a week. It should also be borne in mind however, that access should be maintained at all times for emergency vehicles. In view of the fact that the junction is on a minor road, the Waste and Recycling Department agree that a letter drop should be carried out, advising residents of the need to park considerately to maintain access. The situation can be monitored and if access is maintained and bin collections are not missed, there will be no need for restrictions to be implemented. If however, complaints are received and bin collections continue to be problematic in the future, the restrictions should be implemented as proposed.
- 3.5 The cost of implementing the restrictions as recommended will be approximately £800 and will be funded from the Capital code E1750 9881 00000 which has been allocated to deliver community requests.

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

Ward Members were consulted on the content of this report between 8th July 2011 and 18th July 2011. Cllr R Gledhill and Cllr T Kelly both support the recommendations for Silverlocke Road and Clarkebourne Drive as per paragraph 1.3. No other 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

Implications verified by: Meinir Hall
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mhall@thurrock.gov.uk

Should parking restrictions be implemented as recommended, the cost will be approximately £800 and would be funded from the Capital parking code E1750 9881 00000. There is sufficient funding available for these projects.

6.2 Legal

Implications verified by: Alison Stuart
 Telephone and email: 01375 652 040
 astuart@thurrock.gov.uk

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 TROs, 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 TROs 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.

6.3 **Diversity and Equality**

Implications verified by: Samson DeAlyn
Telephone and email: 01375 652472 sdealyn@thurrock.gov.uk

There are no diversity and equality implications noted in this report.

6.4 **Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental**

None

7. **CONCLUSION**

- 7.1 Parking on junctions is a problem in many areas around the borough which causes safety concerns as drivers' visibility is frequently restricted when exiting side roads and junctions. Maintaining accessibility is vital not only for the refuse vehicle but also emergency services should the need arise. As issues have been raised at the junctions listed in this report, the actions recommended should be taken forward.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Objection

APPENDICES TO THIS REPORT:

- None

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