

<b>September 2011</b>	<b>ITEM</b>
<b>Delegated Decision Report</b>	
<b>VARIOUS LOCATIONS – HORNDON ON THE HILL, STANFORD-LE-HOPE AND CORRINGHAM - OBJECTIONS TO DOUBLE YELLOW LINES</b>	
<b>Portfolio Holder:</b> Councillor Val Morris-Cook - Environment	
<b>Wards and communities affected:</b> Orsett, Corringham & Fobbing, Stanford East & Corringham Town	<b>Key Decision:</b> No
<b>Accountable Head of Service:</b> Andrew Millard, Head of Planning and Transportation	
<b>Accountable Director:</b> Bill Newman, Corporate Director of Sustainable Communities	
<b>This report is</b> Public	
<b>Purpose of Report:</b> To consider objections to a proposal to implement double yellow lines at various locations around SLH, Corringham and Horndon.	

## **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 a number of the locations.

### **1. RECOMMENDATIONS:**

- 1.1 It is recommended that following consideration of the objections referred in paragraph 3.1a, no further parking restrictions are placed in Woolifers Avenue (between no 1 Woolifers Avenue and Lampits Hill). It is further recommended that the objectors are notified accordingly.**
- 1.2 It is recommended that following consideration of the objections referred in paragraph 3.1b, the proposal to implement double yellow lines in Woolifers Avenue (junction with Oakwood Road) and into Oakwood Road, is amended to provide single yellow line parking restrictions to be**

in operation between 8.00am and 11.00am Monday to Friday. It is further recommended that the objectors are notified accordingly.

- 1.3 It is recommended that following consideration of the objections referred in paragraph 3.1c, the proposal to implement 50 metres of double yellow lines in Lampits Hill (junction with Woodbrooke Way) is amended to provide double yellow lines for a distance of 20 metres. It is further recommended that the objectors are notified accordingly.
- 1.4 It is recommended that following consideration of the objections referred in paragraph 3.1d, the proposal to implement double yellow lines in Hillcrest Road (junction with Hillcrest Close), is amended to provide single yellow line parking restrictions to be in operation between 8.00am and 11.00am and 2.30pm – 3.30pm Monday to Friday. It is further recommended that the objectors are notified accordingly.
- 1.5 It is recommended that following consideration of the objections referred in paragraph 3.1e, the proposal to remove all the existing restrictions in the turning head is amended to remove only the double yellow line restrictions from across the front of the two parking bay areas. It is further recommended that the objectors are notified accordingly.

## 2. INTRODUCTION AND BACKGROUND:

- 2.1 Funding was allocated within the 2011/12 Integrated Transport Programme to implement community requests at various sites around the borough where problems have been identified or requests have been received from members of the community.
- 2.2 Requests were received for parking restrictions to be placed in various roads around the Stanford-le-Hope/Corringham/Horndon area and of the roads that consultations were carried out on, the following received objections; Woolifers Avenue (Lampits Hill to Woolifers Avenue), Woolifers Avenue (junction with Oakwood Road), Lampits Hill (junction with Woodbroke Way), Hillcrest Road (junction with Hillcrest Close) and Semples

## 3. ISSUES AND/OR OPTIONS:

- 3.1 Objections to the proposals were received as follows;
  - a) **Woolifers Avenue** (from junction Lampits Hill to no. 1 Woolifers Avenue) Proposal is to change existing single yellow line on the east side of Woolifers Avenue to double yellow lines and implement double yellow lines along the length of the south side – 5 objections were received. It is felt by the objectors that problems with parking only exist in Woolifers Avenue due to the ‘Small Monsters’ business which is on the corner of Woolifers Avenue/Lampits Hill. Most properties on the southern side have a dropped kerb into their gardens and can accommodate one vehicle off road. Visitors and residents’ second cars make use of the unrestricted road space in front of the properties.

It is not feasible to implement 'Residents only parking' in this location and there are no alternative options to only allow residents to park on the road. The single yellow line currently on the north side of Woolifers Avenue operates from Mon-Sat 8.00am – 6.00pm. One side of the carriageway is therefore clear to enable traffic to pass through.

- b) **Woolifers Avenue** (junction with Oakwood Road) Proposal is to provide double yellow line junction protection around the junction and also opposite the junction – 2 objections and 2 letters supporting the double yellow lines received. The two objectors live directly opposite the Oakwood Road junction where the restrictions are proposed and have no dropped kerb facility. The 2 supporting letters were received from residents of Oakwood Road. The refuse lorry is often unable to access Oakwood Road which has, on occasions, lead to bin collections not being carried out in that street.

Oakwood Road is a small residential cul-de-sac which, by its nature, would generate a small number of vehicle movements. Woolifers Avenue is a residential street, with most residents parking their vehicles on one side of the road, leaving a clear passage for vehicles to pass through.

- c) **Lampits Hill** (junction with Woodbrooke Way) Proposal is to extend the existing double yellow line junction protection markings for a distance of 50 metres to improve visibility for motorists exiting Woodbrooke Way. – 1 letter of objection containing 24 signatures. Most of the objectors do not have a dropped kerb facility into their front gardens. Many of the properties fronting the proposed restrictions have a rear access with a garage. However, visitors to the properties from 102 to 112 would have to find alternative parking in a different street.

The double yellow lines currently in place are to the standard length to provide visibility of oncoming traffic exiting Woodbrooke Way. However, due to the alignment of the road and the on-street parking, visibility is sometimes restricted to less than is desired.

- d) **Hillcrest Road** (junction with Hillcrest Close) Proposal is to provide double yellow line junction protection restrictions around both sides of the junction – 2 objections received, 3 enquiries. The entrance to Hillcrest Close is directly opposite the school. The objections and the enquiries were relating to the possibility of the restrictions being limited to school drop off and pick up times as residents feel that 24 hour restrictions is too onerous for residents. The refuse lorry is often unable to access Hillcrest Close which has, on occasions, lead to bin collections not being carried out in that street.

- e) **Semples** Proposal is to remove the double yellow lines from the turning head to allow parking in the offset bays at each end of the turning head. 1 objection received, 1 enquiry. The objection and enquiry relate to concerns that vehicle crossovers to resident's properties will be frequently used by turning vehicles that would be unable to use the turning head.

Double yellow lines are currently in place around the whole turning head and vehicles park behind the lines, within the parking bays. However, the entire

area forms part of the adopted highway which means that by Order, parking is prohibited within those bays.

- 3.5 Should all the recommendations be upheld, the cost of carrying out all works as recommended is estimated to be £2300.

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

Ward Members were consulted between 6/10/11 and 12/10/11. No comments were received. However, from an earlier site meeting, Cllr Coxshall advised that he would support the reduction in restrictions to Lampits Hill as recommended in paragraph 3.1c.

**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  
Telephone and email: 03175 652147  
mhall@thurrock.gov.uk

Should parking restrictions be implemented as recommended, the cost will be approximately £2300 and would be funded from the Capital code E1750 9881 00000. There is sufficient funding available for these projects.

**6.2 Legal**

Implications verified by: Alison Stuart  
Telephone and email: 01375 652040  
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.

### 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 Following consideration of the objections, it is considered that the restrictions proposed should be amended as per the recommendations in this report.

### **BACKGROUND PAPERS USED IN PREPARING THIS REPORT:**

- Objections

### **APPENDICES TO THIS REPORT:**

- None

### **Report Author Contact Details:**

**Name:** Julie Nelder  
**Telephone:** 01375 413366  
**E-mail:** jnelder@thurrock.gov.uk