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| September 2012 | | ITEM |
| Delegated Decision Report | | |
| GILBERT ROAD, CHAFFORD HUNDRED- OBJECTIONS TO DOUBLE YELLOW LINES | | |
| Portfolio Holder: Councillor Angie Gaywood – Public Protection | | |
| Wards and communities affected: South Chafford Ward | Key Decision: No | |
| Accountable Head of Service: Andrew Millard, Head of Planning and Transportation | | |
| Accountable Director: David Bull, Director of Planning and Transportation | | |
| This report is Public | | |
| Purpose of Report: To consider objections to a proposal to change the parking restrictions in Gilbert Road to 'No waiting Mon-Fri 8am-9am and 2.30pm-3.30pm'. | | |

EXECUTIVE SUMMARY

A statutory consultation was carried out on a proposal to change the parking restrictions in Gilbert Road and adjoining roads in Chafford Hundred, from 'No waiting Mon-Fri 1pm-2pm' to 'No waiting Mon-Fri 8am-9am and 2.30pm-3.30pm', to prevent dangerous parking outside the school entrance.

1. RECOMMENDATIONS:

1.1 It is recommended that following consideration of the objections referred to in paragraph 3.2, the revised parking restrictions are implemented as proposed to all roads except Kershaw Close. 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 Following the receipt of a service request for amendments to be made to the existing parking restrictions around Warren Primary School, Gilbert Road, Chafford Hundred, a statutory consultation was carried out in October 2011. The roads affected by the proposal are Gilbert Road, Grifon Road, Kershaw Close, Hatton Close, Hayley Close, Hyde Close, Girona Close and Gabriel Close. Objections were received from Kershaw Road and Grifon Road.
- 2.3 The proposal for Warren Primary School in Gilbert Road (and surrounding roads) was to revise the restriction hours from Mon-Fri 1pm-2pm to Mon-Fri 8am-9am and 2.30pm-3.30pm, to help aide congestion at school times.

3. ISSUES AND/OR OPTIONS:

- 3.1 The service request was raised after complaints were received regarding the dangerous parking outside the school entrance. The extent of the proposed restrictions was to include all roads within the vicinity of the school that could be affected by displaced parking.
- 3.2 Objections to the proposals were received as follows;
 - (a) **Kershaw Road** – 3 objections received. The nature of the objections is that residents do not feel that they currently suffer from parking problems due to the school. Should the restrictions be implemented in all other roads other than Kershaw Road it is likely that the parking will be displaced in this road when the restrictions in surrounding roads are implemented.
 - (b) **Grifon Road** – 1 objection received. The nature of this objection is that the resident feels the parking problem will be displaced outside their property should the restrictions be implemented. A service request has been raised for the restrictions to be extended further into Grifon Road in the future.

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

Ward Members were consulted on the content of this report between 7th October 2011 and 28th October 2011. Cllr C Key feels that the restrictions should not be implemented in Kershaw Road as it would not benefit from the restrictions as it does not currently have any parking problems. Although he also feels that Kershaw Road should be monitored after the remaining restrictions are implemented as this may cause displaced parking as referred to in paragraph 3.2 (a). Cllr T Ojetola agrees with Cllr Keys comments. 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: Tony Cutbush, Finance Officer (Budgets)
Telephone and email: 01375 652217 ACutbush@thurrock.gov.uk

The cost of implementing the proposed parking restrictions as recommended will be approximately £1200, which will include the advertisement of the making of the Traffic Regulation Order, refreshing some of the existing lines and erecting 15 no. signs. This would be funded from the Community Request code E1750 9881 00000. There are sufficient funds within this code to meet this cost.

6.2 **Legal**

Implications verified by: Philip Cunliffe-Jones
Telephone and e-mail: pcunliffe-jones@thurrock.gov.uk

The Road Traffic Regulation Act 1984 imposes a duty on the authority in the exercise of its functions to secure (so far as practicable having regard to matters specified) the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities. The matters to which regard must be given are :

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected;
- (c) the national air quality strategy;
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the local authority to be relevant

The recommendations in this report take account particularly of items (a) and (b) and the authority will monitor the situation.

6.3 **Diversity and Equality**

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

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 the roads around schools is a problem in many areas around the borough which causes safety concerns for all road users. Care must be taken when implementing parking restrictions as displaced parking often occurs. However, in view of the objections relating to Kershaw Close, it is proposed that the parking restrictions are implemented as advertised, with the exception of Kershaw Close, which should be monitored. Should displaced parking occur, amendments to the restrictions should be considered for implementation in the future.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Objections

APPENDICES TO THIS REPORT:

- None

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