

October 2012	ITEM
Delegated Decision Report	
CHURCH ROAD, CORRINGHAM AND VARIOUS OTHER ROADS - OBJECTIONS TO PARKING RESTRICTIONS	
Portfolio Holder: Councillor A Gaywood – Public Protection	
Wards and communities affected: Corringham and Fobbing Ward, The Homesteads Ward, Stanford Le Hope West Ward and Stanford East and Corringham Town 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 implement double yellow line parking restrictions in Barstable Road, Stanford-Le-Hope and Church Road, Corringham and Abbots Drive, Stanford Le Hope	

EXECUTIVE SUMMARY

A statutory consultation was carried out on a proposal to implement parking restrictions at various locations around the borough within Corringham, Fobbing and Stanford Le Hope. From the list of locations, objections were received to the proposals made for Corringham and Stanford Le Hope.

1. RECOMMENDATIONS:

- 1.1 It is recommended that following consideration of the objections referred in paragraph 3.1a, the objections are partially upheld and the double yellow line restrictions proposed on Barstable Road and Corringham Road are reduced in length to approximately 12m. 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 objections are partially upheld and the double yellow line restrictions on Church Road and Fobbing Road are reduced

in length to approximately 12m. 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 objections are partially upheld and the double yellow line restrictions are reduced on both sides of Abbots Drive to a reduced length of approximately 12m. 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 Corringham, Fobbing and Stanford Le Hope areas and of the roads that consultations were carried out on, objections were received to Barstable Road, Stanford-Le-Hope and Church Road, Corringham and Abbots Drive, Stanford Le Hope.
- 2.3 The proposal for Barstable Road/Corringham Road, Stanford-Le-Hope was to implement 'No Waiting At Any Time' double yellow line restrictions at its junction. The proposal was made at the request of one resident to prevent dangerous parking on the junction obstructing views of drivers exiting Barstable Road. The restrictions were proposed for standard junction protection but later extended at the request of a resident to extend into Barstable Road, 21m on the south-west side and 25m on the north-east side.
- 2.4 The proposal for Church Road/Fobbing Road, Corringham was to replace the existing 'No Waiting Mon-Sat 9am-6pm' restriction with 'No Waiting At Any Time' double yellow lines for a distance of 41m and 50m on the North and South sides of Fobbing Road respectively. The proposal was made at the request of two residents who have experienced difficulty when exiting the junction due to vehicles parking in close proximity to the junction, restricting visibility to their right.
- 2.5 The proposal for Abbots Drive/Silvertown Avenue, Stanford le Hope was to implement 'No Waiting At Any Time' double yellow lines on the south side of Abbots Drive for a distance of 14 & 16m either side of the Silvertown Avenue junction. The proposal was made at the request of one resident who has experienced difficulty when exiting the junction due to restricted visibility.

3. ISSUES AND/OR OPTIONS:

- 3.1 Objections to the proposals were received as follows;
- (a) **Corringham Road** – 3 objections received. The nature of the objections is that the proposed restrictions are not needed as it is a small residential road and the junction doesn't suffer from congestion. Residents are concerned that

the extent of the proposed restrictions in Barstable Road is excessive and will force commuters and visitors further up the cul-de-sac, which could result in obstructions to driveways and unnecessary parking issues.

- (b) **Fobbing Road** – 1 objection received. The nature of the objection is that amendments to the restrictions will have a seriously damaging effect on the café through loss of passing trade. The objector feels that the length of the restrictions is excessive and should be shortened to the length stipulated in the Highway Code i.e. 10.0 metres.
- (c) **Abbots Drive** – 1 objection received. The nature of the objection is that the proposed restrictions are not needed as visibility at this junction is generally good and an extension of the restrictions would displace the parking and create additional problems for residents due to many properties not having private driveways or garages.

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

- 4.1 Ward Members were consulted on the content of this report between 13th November 2012 and 20th November 2012. Cllr P G Smith commented that the double yellow lines might displace the parking problem at the Silvertown/Abbots Drive junction to another location and increase parking density as referred to in paragraph 3.2 (c). Cllr A Roast and Cllr Gaywood (Portfolio Holder) support the recommendations.

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: F J Gardiner
Telephone and email: X 2147 fgardiner@thurrock.gov.uk

Should parking restrictions be implemented as recommended, the cost will be approximately £2500 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 652 040
alison.stuart@bdtlegal.org.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: 01375652472
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/implemented as per the recommendations in this report.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Objections

APPENDICES TO THIS REPORT:

- None

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