

<b>JUNE 2013</b>		<b>ITEM</b>
<b>Delegated Decision Report</b>		
<b>VARIOUS ROADS, ORSETT - OBJECTIONS TO PARKING RESTRICTIONS</b>		
<b>Portfolio Holder:</b> Councillor A Gaywood – Public Protection		
<b>Wards and communities affected:</b> Orsett Ward	<b>Key Decision:</b> No	
<b>Accountable Head of Service:</b> Andrew Millard, Head of Planning and Transportation		
<b>Accountable Director:</b> David Bull, Director of Planning and Transportation		
<b>This report is</b> Public		
<b>Purpose of Report:</b> To consider a number of objections to a proposal to provide double yellow line parking restrictions on the junctions and pinch points throughout the Orsett Estate, Orsett.		

## **EXECUTIVE SUMMARY**

A number of objections were received in response to a statutory consultation on a proposal to provide new “No Waiting At Any Time” parking restrictions at the junctions and pinch points on the following roads of the Orsett estate to resolve a resident parking problem: -

Bonham Drive, Cassell Close, Daltons Shaw, Herga Hyll, Hew Watt Close, High Road, Lodysons Walk, Medbree Court, Paddock Close, Parkway, Randall Drive, Rectory Road, The Green and Wingfield Drive.

### **1. RECOMMENDATIONS:**

**1.1** It is recommended that following consideration of the objections referred in paragraph 3.1, the objections are partially upheld and the restrictions be implemented as proposed with the amendments stated in paragraph 3.4. It is further recommended that the objectors are notified accordingly.

### **2. INTRODUCTION AND BACKGROUND:**

- 2.1 Funding was allocated within the 2012/13 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 The service request for the parking problems to be investigated on the Orsett Estate was raised following receipt a petition in April 2011 from the residents of Randall Drive. The petition called for parking permits to be investigated to resolve a hospital visitor parking problem in the estate roads, to make the roads safer for the residents through reducing the number of vehicles parking outside of the properties on Randall Drive.
- 2.3 In 2012, Thurrock Council commissioned a parking investigation around the whole of the Orsett Hospital estate (Bonham Drive to Rectory Road/High Road to School lane) as a result of numerous parking complaints received from residents of the estate.
- 2.4 The investigation highlighted a number of options to alleviate the obstructive parking problems on the estate. These options were carefully considered against factors such as residents' concerns and the level of available off-road parking provision.
- 2.5 Consultation letters together with a scheme drawing were delivered to residents of the Orsett Estate on the 30th August 2012 advising of the Councils proposal to implement parking restrictions and parking bays on the Orsett Estate.
- 2.6 A questionnaire was included with the letter to establish the extent of the parking problems on the estate and residents were asked to state how frequently they experience problems on the estate, whether they support the proposed restrictions. The questionnaire also asked residents to state the number of vehicles in the household and whether they have sufficient off road space to accommodate vehicles.
- 2.7 The informal consultation ended on the 21st September. Responses were received from 53% of residents consulted, but only 33% of the responses were in favour of the restrictions being implemented as proposed.
- 2.8 The results of the questionnaire made it clear that number of vehicles owned by residents is the root cause of the problem on the estate, so the proposed parking restrictions would have been unsuitable to resolve what was assumed to be, a hospital visitor parking problem.
- 2.9 There were strong opinions from residents that, resident permits, reduced restriction durations and making certain roads on the estate one-way, could solve the issues being experienced. These options were all carefully considered, but the level of off-road parking provision is insufficient to accommodate the level of car ownership on the estate. The estate roads were not designed to accommodate the current level of on-street parking even though the maximum parking standards were adopted at the time of planning approval. The main factors contributing to the problem have been determined as, the off-street parking facilities are under utilised and the high car ownership on the estate.

- 2.10 Due to the level of car ownership on the estate, it is evident that a parking restriction scheme is the most appropriate and effective method of resolving the problems on the estate. The feedback received from residents in the September 2012 consultation was used to determine a scheme that compromises between the issues being experienced by residents and the level of available off-road parking.
- 2.11 On the 27th March 2013, a further letter and scheme drawing was delivered to residents informing of the outcome from the informal September consultation and advised of a less restrictive scheme that will be taken forward to statutory consultation imminently.
- 2.12 The current proposal is to provide double yellow line (At any time) restrictions at junctions and bottle necks only. The aim of the scheme is to keep the junctions and main roads clear for delivery, refuse and emergency vehicles and improve visibility, safety and ease of access for all residents.
- 2.13 A 21-day statutory consultation on the proposal to provide double yellow lines at junctions and bottlenecks only was carried out on the 25th March 2013. Public Notices were advertised on site, in the Thurrock Enquirer and on the Councils website, giving residents the opportunity to agree or object to the proposal. The statutory consultation ended on 15th April 2013 and during which time, a number of objections were received from residents.

### **3. ISSUES AND/OR OPTIONS:**

- 3.1 Thirty-two objections were received from residents on the estate for reasons that the restrictions would serve only to displace the problems away from the junctions and residents are concerned that they would no longer be able to park outside of their own properties once the restrictions are implemented.
- 3.2 The double yellow line restrictions would operate all day, 7-days a week and will be marked out to highlight the extent that is already an offence to park within proximity to a junction. The double yellow lines on the bend of Randall Drive, between Daltons Shaw and Medbree Court is to ensure that adequate visibility is afforded through the bend and to remove footway parking to allow pedestrians to use the footway rather than stepping out into the carriageway to negotiate parked vehicles. The aim of the parking restriction scheme is to keep the junctions and the bend on Randall Drive clear of parked vehicles to improve safety and ease of access for all residents, pedestrians, mobility impaired and delivery, refuse and emergency service vehicles.
- 3.3 Although the restrictions would reduce the level of on-street parking spaces, the Council is keen to resolve the problems that some residents are experiencing, whilst not unduly imposing inconvenience to those residents that are not. The reduced on-street parking supply would have a minimal impact on the estate and would encourage residents to park their vehicles in the existing under-utilised off-street parking facilities, rather than directly outside of their properties for reasons of convenience.

3.4 Upon consideration of the feedback and suggestions received during the statutory consultation, the following parking restrictions are recommended for implementation to further reduce the impact of the scheme on residents:-

1. Omit the proposed double yellow line 'No waiting at any time' restrictions at the following junctions: -

- The Paddocks/Rectory Road
- Fordhams Row/Rectory Road
- South View/Rectory Road
- Paddock Close/Herga Hyll
- The Green/Parkway

2. Omit the proposed double yellow line 'No waiting at any time' restrictions at the following location: -

- The Western side of Randall Drive between Daltons Shaw & Medbree Court

3. Reduce the length of the 'No waiting at any time' parking restrictions at the following locations: -

- The Eastern side of Randall Drive between Daltons Shaw & Medbree Court, for a reduced length of 30 metres.

4. The proposed junction parking restrictions that are recommended for implementation, are as follows: -

- High Road/Bonham Drive
- Bonham Drive/Cassell Close/Medbree Court/Wingfield Drive
- Lodysons Close/Wingfield Drive/Lodysons Walk
- Rutledge Close/Wingfield Drive/Hew Watt Close
- Wingfield Drive/Rowley Road (For reduced length of 19 metres)
- Medbree Court/Randall Drive
- Daltons Shaw/Randall Drive (Extend to back of footway only within Dalton Shaw)
- Randall Drive/School Lane

3.5 To reduce visual intrusion, the yellow lines will be painted 50mm wide rather than the 100mm usually applied in the borough.

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

4.1 Ward Members have been consulted on the content of this report between 29/07/13 and 05/07/13.

## **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: **Mark Terry**  
Telephone and email: 01375 652150  
mterry@thurrock.gov.uk

Should parking restrictions be implemented as recommended, the cost will be approximately £2500 and would be funded from the Capital code GE0878-9881-00000-0000. There is sufficient section 106 funding available for these projects.

### **6.2 Legal**

Implications verified by: **David Lawson**  
Telephone and email: 01375 652087  
david.lawson.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: [sdealyn@thurrock.gov.uk](mailto: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 It is recommended that following consideration of the objections referred in paragraph 3.2, the objections are partially upheld and the restrictions be implemented as per the recommendations in this report for the reasons stated in paragraphs 3.2 to 3.4. It is further recommended that the objectors are notified accordingly.

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

- Resident petition and letters of objection

**APPENDICES TO THIS REPORT:**

- None

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