

March 2013		ITEM
Delegated Decision Report		
COLLEGE AVENUE, GRAYS – OBJECTION TO PROPOSAL TO IMPLEMENT PARKING RESTRICTIONS		
Portfolio Holder: Councillor A Gaywood – Public Protection		
Wards and communities affected: Grays Thurrock	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 an objection to a proposal to amend the parking restrictions in College Avenue, Grays.		

EXECUTIVE SUMMARY

College Avenue is a cul de sac containing entrances to two schools. Following several consultations and revised proposals, one objection was received to the proposal to implement parking restrictions operational for one hour at each end of the day, at busy school times. Parking restrictions would reduce the school time congestion which would be displaced to more suitable surrounding roads.

1. RECOMMENDATIONS:

- 1.1 It is recommended that following consideration of the objection, the single yellow line parking restriction is implemented as proposed (operational Mon – Fri between the hours of 8.00am – 9.00am and 2.30pm and 3.30pm).**
- 1.2 It is further recommended that the objector is notified accordingly.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 In 2012 funding was made available within the Integrated Transport Programme to provide a School Keep Clear marking in College Avenue,**

Grays to improve road safety outside the gate of St Thomas' School. The restriction was proposed to be enforceable between Mon-Fri 8am – 5pm.

- 2.2 Objections were received to the above proposal as residents felt that this would have inconvenienced them too much and via the Delegated Decision Report process, it was agreed to re-consult with residents to determine an alternative restriction which would not inconvenience residents so much.
- 2.3 Following further consultation with the residents, it was agreed that an appropriate restriction would be to restrict parking from 8am – 9am and 2.30pm – 3.30pm Mon-Fri, throughout the length of College Avenue. There is an existing School Keep Clear marking outside the Convent School which should remain.
- 2.4 The statutory consultation for the single yellow line restriction was carried out between 26th October 2012 to 16th November 2012. One objection was received, from a resident. One letter of support was received, also from a resident of College Avenue.

3. ISSUES AND/OR OPTIONS:

- 3.1 The nature of the objection is that the resident feels that the restrictions would not be enforced, that they would de-value the properties in the road, and that they would inconvenience residents as their visitors would have nowhere to park within the restricted times.
- 3.2 Most of the properties in College Avenue have a dropped kerb with off-road parking. Some residents own more than one car, although the majority of the properties can accommodate more than one vehicle.
- 3.3 Although the main gate of St Thomas of Canterbury School is in Ward Avenue, it has a pedestrian gate situated off College Avenue. Many parents drive to the school and park in College Avenue. The convent school is also situated in College Avenue and only has one access, which is on College Avenue. As College Avenue is a 'no through road', the number of vehicles entering the cul-de-sac to visit the schools causes congestion and potential safety issues with the limited turning space available.
- 3.4 Bradleigh Avenue provides alternative parking which, although already busy at school times, does not necessitate vehicles to turn around and exit the same way as they entered the street.

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

Ward Members were consulted on the content of this report between 24th April 2013 and 1st May 2013. Cllr Y Gupta supports the recommendations but would like the parking restrictions reviewed annually. No other comments were received during this period.

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 the recommendations be upheld the cost of implementing the restrictions would be approximately £1800 and would be funded from the capital Community Request code E1750. There are sufficient funds within this code to meet this cost.

6.2 Legal

Implications verified by: Alison Stuart- Principal Solicitor
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. 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:
Telephone and email:

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 consultation and consideration of the problems being experienced, it is considered that parking restrictions operational for one hour at each end of the day, at busy school times would address the problems in College Avenue. Increased school parking is likely to occur in Bradleigh Avenue and although this road is already very busy at school times, turning manoeuvres would not be necessary, which would assist with reducing the school time congestion. It is therefore recommended that the parking restrictions are implemented in College Avenue as recommended in this report.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letter of objection

APPENDICES TO THIS REPORT:

- None

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