

February 2013		ITEM
Delegated Decision Report		
SCHOOLFIELD ROAD, WEST THURROCK – OBJECTION TO REMOVAL OF PARKING RESTRICTIONS		
Portfolio Holder: Councillor A Gaywood – Public Protection		
Wards and communities affected: West Thurrock & South Stifford	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 Schoolfield Road, West Thurrock.		

EXECUTIVE SUMMARY

Double yellow line parking restrictions were implemented in Schoolfield Road, West Thurrock as part of the agreed residential development that commenced in 2011.

As the properties became occupied residents felt that the restrictions were unnecessary and as a result, requested their removal. Consultation was carried out and the proposed revisions set out in this report have been drawn up in conjunction with residents' needs.

1. RECOMMENDATIONS:

- 1.1 It is recommended that following consideration of the objections, the double yellow line parking restrictions are removed in part, following the consultation with the residents association.**
- 1.2 It is further recommended that the objectors are notified accordingly.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 Double yellow line parking restrictions were implemented throughout Schoolfield Road as part of the Agreement relating to the residential development that commenced in Schoolfield Road in 2011. The statutory**

consultation for the parking restrictions was carried out between 10th and 30th June 2011. No objections were received to the proposal and the Traffic Regulation Order was sealed.

- 2.2 As more of the residential properties became occupied, it became evident that there were insufficient parking spaces available to accommodate all residents' vehicles and their visitors' and requests were therefore received to remove the parking restrictions. It was agreed that the restrictions could be removed, with the exception of a 10m length on each side around each junction. This would ensure that visibility around the junctions would not be obscured.
- 2.3 The statutory consultation on the proposal to remove the restrictions, as above, was carried out between 5th and 26th October 2012.
- 2.4 4 letters of objection were received to the proposal to remove the majority of the restrictions. The nature of the objections is that some residents do not wish for the restrictions to be removed from outside their properties. This mostly concerns the areas in front of, and opposite Vincent House. It is felt that if vehicles were to park opposite the parking bays, there would not be sufficient room for vehicles to manoeuvre in and out of the bays easily.

3. ISSUES AND/OR OPTIONS:

- 3.1 The affect of partial parking restrictions on an estate can sometimes lead to problems through displaced parking, however, as the estate currently has At Any Time parking restrictions throughout, it is considered that no adverse affects will arise as a result of the removal of some lengths of double yellow line.
- 3.2 There is a school situated at the corner of Schoolfield Road and London Road and some of the school time traffic is likely to park on the unrestricted areas of carriageway. This would however, only be likely to occur during the busy school pick up and drop off times for one hour at the end of each day.
- 3.3 As it is proposed that a 10m length of double yellow lines remains in place around the junctions, it is considered that safety issues will not arise from potential school parking.
- 3.4 Residents' objections and wishes have been considered and they can mostly be incorporated into the changes on the street. One resident did not wish for the restrictions to be placed across the front of the dropped kerb, this request could not be incorporated due to the close proximity of the dropped kerb to the junction.
- 3.5 A second resident requested the same. This request can be incorporated into the revised proposal as the distance from the junction is greater than the example above.
- 3.6 Within a row of 4 houses, one resident requested that the restrictions remain across the front of the row. A discussion was held between the residents and a compromise was reached. A short section of restrictions will remain at the each end of the row, with the length in the middle being removed.

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

Ward Members were consulted on the content of this report between 4th March 2013 and 11th March 2013. No comments were received during this period, however Cllr A Smith supports 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: Mark Terry
 Telephone and email: 01375 652150 mterry@thurrock.gov.uk

Should the recommendations be upheld the cost to remove 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: 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 consultation with the residents association, most residents' wishes can be incorporated into the revised proposals to amend the double yellow line parking restrictions. The current double yellow line restrictions are considered by residents to be causing unnecessary inconvenience to residents and their visitors. Should the restrictions be removed, in part, as requested, there are no safety concerns. It is therefore agreed that the parking restrictions in Schoolfield Road should be amended as recommended in this report.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letters of objection
- Plan showing revised proposals following consultation

APPENDICES TO THIS REPORT:

- None

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