

Summary sheet

North Road, Great Clacton

A site visit has been conducted to witness and ascertain the extent of the reported issues.

A map has been included to highlight the area photographed and visited. The map also highlights if there have been any recorded accidents via Essex County Councils Traffweb site in the relevant road/street, although in some cases this would not necessarily relate to the request made.

Slight accidents are indicated by a green symbol, serious accidents by blue and fatal accidents by a red symbol.

A number of collisions have been recorded at this location over the past 4 years.

3 accidents involved the collision of motor vehicles all resulted in an injury to persons (1 was recorded as serious).

The other 2 accidents involved a vehicle and a pedestrian resulting in injury to the pedestrians (one being an OAP recorded as serious).

Photographs are included to highlight parking conditions experienced during the site visit or have been alternatively supplied by the complainant.

Correspondence are also included which has led to the compilation of the report.

Officer Recommendation

Photographs are supplied of the area during a typical weekday and depict the parking which occurs; however, it is accepted that due to the reported issue, times and days of issues are unpredictable.

A request has been received regarding a change of restrictions with the introduction of a red route (No stopping at any time) replacing existing restrictions.

The area in question is a busy area with a number of facilities including shops and Doctors surgery as well as a car dealership.

The road is a main bus route and has bus stops on both sides of the road, these are regularly parked in by drivers accessing the shops/Doctors.

A pedestrian crossing is also located amidst the bus stops and restrictions.

Currently the junctions are protected by No waiting at anytime with sections of No waiting 8/9 am – 6pm Mon-Sat outside of the shops on both sides of the carriageway.

The current restrictions are adequate to enforce the contraventions that are occurring at this locations.

A no loading restriction could be added to the existing restrictions to enable easier enforcement. There is also an option to time constrain the loading restriction to allow loading at nearby businesses to occur during off peak periods.

The request to change the restrictions to No stopping at any time red route is unlikely to change driver behaviour and will also reduce the ability of shops to accept delivery (loading/unloading) as well as preventing Disabled badge holder from parking at this location.

The shops have off street parking available, whereas the Doctors surgery does not.

During the site visit, the reporting officer witnessed parking in both bus stops and on the pedestrian crossing zig zags (neither of which would be changed with the introduction of a red route restriction).

Whilst a change in restriction may have a short-term effect, it may not solve the problem long-term.

Potentially a red route restriction could be easier to enforce by use of CCTV vehicle, however the use of this vehicle is not welcomed by TDC at this time. Whether the deterrent of cctv enforcement would have a long-term effect in area cannot be determined.

The cost of changing the current restrictions to different restrictions to achieve the same aim should be considered under current financial restraints.

There is a significant difference in cost to changing to a red route and simply adding a loading restriction.