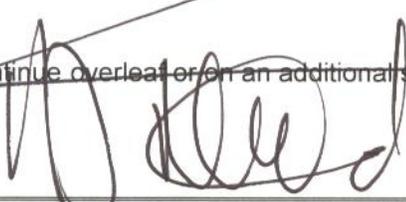


ED2. EXECUTIVE DECISIONS BY A CABINET MEMBER OR AN OFFICER

A. Report Title: Struan Avenue, Stanford Le Hope	
B. Report Author(s): Susan Morrison	Tel: 01375 413367 E-mail: smorrison@thurrock.gov.uk
C. Decision Maker: Andrew Millard	
D. Position held: Head of Planning & Transportation	
E. Key decision: NO	F. Delegation ref:
G. Is the decision urgent? NO	
H. If yes, state why.	

I. DECISION (strike out whichever does not apply) :	
1. I agree the recommendations in the attached report for the reasons given in the report; OR	
2. *My decision is:	
*The reason for my decision is:	
* Continue overleaf or on an additional sheet if necessary.	
Signed: 	Date: 7-1-11'

URGENCY

Democratic Services will arrange for the completion of the following:	
J. I confirm that in my opinion a decision on this matter is urgent and cannot reasonably be delayed:	
Signed:	Date:

To be completed by Democratic Services

Date decision received by Dem. Services:	Date decision published:
Implementation date:	

DECEMBER 2010		ITEM
Delegated Decision Report		
STRUAN AVENUE, STANFORD-LE-HOPE		
Portfolio Holder: Councillor Yash Gupta - Environment		
Wards and communities affected: Homesteads	Key Decision: No	
Accountable Head of Service: Andrew Millard, Head of Planning and Transportation		
Accountable Director: Bill Newman, Corporate Director of Sustainable Communities		
This report is Public		
Purpose of Report: To consider objections to a proposal to implement double yellow lines in Struan Avenue, Stanford-le-Hope.		

EXECUTIVE SUMMARY

The request for parking restrictions to be implemented was a one person request. The vast majority of residents living in Struan Avenue object to the proposal. No road safety problems are evident in Struan Avenue.

1. RECOMMENDATIONS:

1.1 Following consideration of the objections, it is recommended that the objections are upheld and the parking restrictions are not implemented.

2. INTRODUCTION AND BACKGROUND:

- 2.1 In 2009/2010 a service request was received for parking restrictions to be implemented in Struan Avenue, Stanford-le-Hope.
- 2.2 Struan Avenue is a small residential cul-de-sac. The request was received from one single household.
- 2.3 The method of prioritisation used during 2009/2010 did not reflect a lower score for small residential cul-de-sacs and/or one person requests. The request for restrictions to be implemented in Struan Avenue was considered for implementation. Approximately £30,000 carried over into 2010/11,

outstanding requests were therefore carried over into 2010/11 for implementation.

- 2.4 The statutory consultation for parking restrictions to be implemented was carried out between 29th October 2010 and 19th November 2010.
- 2.5 14 objections were received to the proposal. The nature of the objections is that it is felt there are currently no problems within the small residential street. It is also felt that funds should be allocated to other areas where road safety problems are evident.

3. ISSUES AND/OR OPTIONS:

- 3.1 The method of prioritisation changed in 2010/11 to enable requests to be scored more specifically to the nature of the road in question.
- 3.2 Should Struan Avenue be scored using the current prioritisation method, it is unlikely that it would be scored highly enough for consideration for implementation.
- 3.3 The cost of the parking restrictions, should they be implemented, would be approximately £500.

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

Ward Members were consulted on the content of this report between 21st December 2010 and 5th January 2011.0. Cllr Tolson agrees with the recommendation as a majority of the residents are opposed to the restrictions being implemented. No other responses were received.

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: Meinir Hall
Telephone and email: 01375 652147
mhall@thurrock.gov.uk

Should the recommendations be upheld, there will be no financial implications.

If the restrictions were to be implemented, the cost would be met by the capital parking budget allocation E1843 9881 T3451.

6.2 **Legal**

Implications verified by: Alison Stuart
 Telephone and email: 01375 652 040
 astuart@thurrock.gov.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 a parking restriction be carried forward to implementation, it 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. 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.

Enforcement of parking restrictions falls within the remit of the Council's Civil Enforcement Officers.

6.3 **Diversity and Equality**

Implications verified by: Samson DeAlyn
 Telephone and email: 01375 652472
 sdealyn@thurrock.gov.uk

6.4 There are no diversity and equality implications noted in this report
Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental

None

7. **CONCLUSION**

7.1 Struan Avenue is a small residential cul-de-sac with no evidence of road safety problems. Struan Avenue would not meet the score required for consideration of implementation had the current scoring method been used.

The parking restrictions should not be carried forward for implementation.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Objections

APPENDICES TO THIS REPORT:

- None

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