

<b>July 2011</b>		
<b>Delegated Decision Report</b>		
<b>LITTLE THURROCK &amp; RECTORY– RECTORY ROAD - LIMITED WAITING PARKING RESTRICTIONS</b>		
<b>Portfolio Holder:</b> Councillor Val Morris-Cook - Environment		
<b>Wards and communities affected:</b> Little Thurrock Rectory Ward	<b>Key Decision:</b> No	
<b>Accountable Head of Service:</b> Andrew Millard, Head of Planning and Transportation		
<b>Accountable Director:</b> Bill Newman, Corporate Director of Sustainable Communities		
<b>This report is</b> Public		
<b>Purpose of Report:</b> To consider objections to a proposal to implement Limited Waiting parking bays in Rectory Road, Grays.		

## **EXECUTIVE SUMMARY**

Rectory Road is a busy residential street, with many of the properties not being large enough to accommodate off-street parking. 24 residents object to the proposal to implement 2no Limited Waiting parking bays outside 48-50 Rectory Road.

### **1. RECOMMENDATIONS:**

- 1.1 It is recommended that following consideration of the objections, the objections are upheld and no restrictions are implemented.**
- 1.2 It is further recommended that the objectors be notified accordingly.**

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

- 2.1 Funding was allocated within the 2011/12 Integrated Transport Programme to implement community requests where problems have been identified and requests are received for action to resolve the issues raised.**

- 2.2 A request was received for 2no Limited Waiting parking bays to be provided in the lay by outside 48-50 Rectory Road to encourage the frequent movement of vehicles which would benefit the local businesses.
- 2.3 The consultation on the proposal to implement 'Limited Waiting, 1 hour no return within 4 hours' was carried out between 20<sup>th</sup> May 2011 and 10<sup>th</sup> June 2011.

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

- 3.1 A letter of objection signed by 19 residents was received, along with 5 individual objections.
- 3.2 The reason for the objections is that there is limited parking available for residents in general around the area and the problems that residents are currently experiencing would be exacerbated by the implementation of any kind of restriction.
- 3.3 Visitors to the businesses currently seek parking in the side roads as an alternative, should there be no space available in Rectory Road.
- 3.4 Residents feel that the limited parking that is available should be accessible for residents at all times.

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

Ward Members were consulted between 23/08/2011 and 30/0//2011. Cllr Gledhill and Cllr Kelly agree with the recommendations not to progress with the proposal to implement limited waiting parking restrictions.

### **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 65214  
mhall@thurrock.gov.uk

The cost of implementing the restrictions, should the recommendations not be upheld, would be approximately £800 and would be funded from the Capital code E1750 9881 00000 which has been allocated to deliver community requests. Should the recommendations be upheld there will be no financial implications to consider.

## 6.2 **Legal**

Implications verified by: Remi Aremu (Planning Solicitor)  
 Telephone and email: 01375 652 994 (raremu@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 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: 01375 652472  
 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 On-street Parking facilities in Rectory Road are limited. 24 residents object to the proposal. Alternative parking is available for visitors to businesses in the side roads, should the lay by immediately fronting the businesses not have space available.



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

- Objection

**APPENDICES TO THIS REPORT:**

- None

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