

<b>February 2013</b>	<b>ITEM</b>
<b>Delegated Decision Report</b>	
<b>THE ROOKERY, WEST THURROCK – OBJECTION TO IMPLEMENT AT ANY TIME PARKING RESTRICTIONS.</b>	
<b>Portfolio Holder:</b> Councillor A Gaywood – Public Protection	
<b>Wards and communities affected:</b> West Thurrock and South Stifford Ward	<b>Key Decision:</b> No
<b>Accountable Head of Service:</b> Andrew Millard, Head of Planning and Transportation	
<b>Accountable Director:</b> David Bull, Director of Planning and Transportation	
<b>This report is</b> Public	
<b>Purpose of Report:</b> To consider objections to a proposal to implement At any time parking restrictions in The Rookery, West Thurrock.	

**EXECUTIVE SUMMARY**

Double yellow line parking restrictions were introduced in The Rookery as part of the Planning conditions surrounding the residential development at the end of the cul-de-sac.

4 objections were received to the proposal to create the Traffic Regulation Order as residents feel the restrictions are unnecessary and that their removal would enable sufficient spaces to be created for residents’ second vehicles and their visitors’.

The restrictions at the junction with London Road are considered necessary to maintain sight line visibility and safety around the junction. It is considered that the removal of the remaining parking restrictions throughout The Rookery would not adversely impact on the street.

**1. RECOMMENDATIONS:**

- 1.1 It is recommended that following consideration of the objections, the objections are upheld and the double yellow line parking restrictions are removed from the length of The Rookery and from around the turning**

**square at the end of the cul de sac. The restrictions should be retained around the junction with London Road to maintain safety and clear visibility around the junction.**

**1.2 It is further recommended that the objectors are notified accordingly.**

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

2.1 Double yellow line parking restrictions were introduced throughout The Rookery, West Thurrock as part of the conditions set within the planning consent for the new development at the end of the cul-de-sac.

2.2 The statutory consultation for the restrictions was carried out between 17<sup>th</sup> August and 7<sup>th</sup> September 2012. 4 objections were received to the proposal to introduce the restrictions along the length of The Rookery. All 4 objections were from residents of The Rookery.

2.3 The nature of the objections is that there is inadequate parking space available for residents' vehicles and their visitors'. They also feel that no parking problems would occur in The Rookery if the restrictions were removed.

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

3.1 The Rookery is in very close proximity to West Thurrock Primary school which is situated on the opposite side of London Road, with its junction with School field Road. It is felt that any school time parking that could occur in The Rookery would not adversely impact on residents of The Rookery as most of the residents leave early in the mornings and return in the evenings, when parking by anyone else other than The Rookery residents is unlikely to take place.

3.2 As London Road is a busy road, it would be beneficial to maintain the junction protection parking restrictions for approximately 10m into and around the junction with The Rookery.

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

Ward Members were consulted on the content of this report between 6<sup>th</sup> March 2013 and 13<sup>th</sup> March 2013. No Councillor comments or other comments 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: 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 £500 and would be funded from the capital Community Request code E1750 9881 00000 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 Residents are concerned that the double yellow line parking restrictions are overly prohibitive and not necessary for the whole length of The Rookery. It is unlikely that parking by non residents would occur and the request for the restrictions to be removed is considered to be a practical solution to addressing the lack of parking spaces for residents.

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

- Letters of objection

### **APPENDICES TO THIS REPORT:**

- None

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