

February 2013		ITEM
Delegated Decision Report		
VARIOUS ROADS, TILBURY – OBJECTION TO IMPLEMENT LIMITED WAITING PARKING RESTRICTIONS IN CIVIC SQUARE.		
Portfolio Holder: Councillor A Gaywood – Public Protection		
Wards and communities affected: Tilbury Riverside & Thurrock Park	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 objections to a proposal to implement Limited Waiting parking restrictions in Civic Square, Tilbury.		

EXECUTIVE SUMMARY

Unrestricted parking bays currently exist in Civic Square, serving shops, local businesses and residents living above the shops. To maximise the number of vehicles able to park in the Square, shop owners and visitors choose to park echelon style which although enables more vehicles to park, creates a safety hazard at Arkwright Road, along the cycle route, and also for bus passengers wishing to board and alight the bus.

In order to address the need to increase parking capacity and resolve the safety issues, it is recommended that time restrictions be placed on the parking bays to the northern kerb line of Civic Square.

1. RECOMMENDATIONS:

- 1.1 It is recommended that following consideration of the objections, the objections are over-ruled for reasons of safety and that the time limited restrictions are introduced in Civic Square as proposed.**
- 1.2 It is further recommended that the objectors are notified accordingly.**

2. INTRODUCTION AND BACKGROUND:

- 2.1 Parking around Civic Square Tilbury is currently unrestricted. The parking spaces available around the square are used by staff and customers of the businesses and residents of the flats over the shops/businesses.
- 2.2 Parking bays parallel to the kerb are in place although they are very worn. To increase the number of car spaces available, staff, residents and customers tend to park across the parking bays echelon style. This practice creates safety concerns for cyclists using the cycle lane behind the parking spaces. It also prevents buses from being able to access the bus stop which creates a hazard for bus users with impaired mobility and people with pushchairs as they are forced to board and alight the bus from the carriageway as opposed to the higher level footway which has been equipped with a bus boarder. Visibility is also hindered for drivers exiting the junction with Civic Square and Arkwright Road if vehicles are parked echelon style along Civic Square.
- 2.3 In order to address the above safety concerns, it is considered necessary to introduce restrictions to the parking bays. This would ensure that vehicles park parallel to the kerb as drivers that park their vehicles outside of the marked bay would be liable to receive a Penalty Charge Notice. In addition to addressing the safety concerns, the introduction of time limited bays would prevent all day parking and maximise the number of spaces available for customers to the businesses. Time limited bays were proposed for the parking bays on the northern kerb line of Civic Square only. This would leave a number of remaining bays unrestricted around the Square for longer stay visitors.
- 2.4 The statutory consultation for the Limited Waiting parking restrictions was carried out between 10th February and 2nd March 2012. It was proposed that Limited Waiting Mon-Sat 9am – 5pm, 40 minutes, no return within 2 hours was introduced. 4 objections were received to the proposal.

3. ISSUES AND/OR OPTIONS:

- 3.1 Two of the objections were from residents living above the shops in Civic Square. The objectors feel that the parking spaces throughout Civic Square should be left unrestricted. One feels that there are insufficient spaces around the Square and parking will become too difficult, the other feels that restricted parking is unnecessary as there are sufficient spaces around the Square. One of the residents who objected also runs one of the businesses and lodged a second objection from the business perspective, expressing concern that shop workers would have nowhere to park. The final objector was from a business who feels that customers can often need longer than 40 minutes.
- 3.2 Should visitors need to park for longer than 40 minutes, the unrestricted bays will remain available for their use.

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

Ward Members were consulted on the content of this report between 3rd April 2013 and 11th April 2013. Cllr S Liddiard supports the recommendations. No 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 introduce the restrictions would be approximately £2,000 and would be funded from the capital Parking code E1843. 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 653 040 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

Blue Badge Holders are entitled to park in time limited parking bays for the duration of the signed restriction. Parking is also permitted for limited time on yellow line parking restrictions. There are no other 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 Due to the safety concerns with current parking practices in Civic Square, it is recommended that the parking bays along the northern kerb line of Civic Square are formalised with Limited Waiting time restrictions introduced as proposed.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letters of objection

APPENDICES TO THIS REPORT:

- None

Report Author Contact Details:

Name: Julie Nelder

Telephone: 01375 413366

E-mail: jnelder@thurrock.gov.uk