

<b>April 2014</b>		<b>ITEM</b>
<b>Delegated Decision Report</b>		
<b>PREMIER AVENUE AND LODGE LANE, GRAYS – OBJECTIONS TO PROPOSAL TO IMPLEMENT PARKING RESTRICTIONS</b>		
<b>Portfolio Holder:</b> Councillor A Gaywood – Public Protection		
<b>Wards and communities affected:</b> Little Thurrock Blackshots Ward	<b>Key Decision:</b> No	
<b>Accountable Head of Service:</b> Ann Osola, Head of Transportation and Highways		
<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 parking restrictions on the junction of Premier Avenue and Lodge Lane, Grays.		

## **EXECUTIVE SUMMARY**

A statutory consultation was carried out on a proposal to implement ‘No Waiting At Any Time’ parking restrictions on the junction of Premier Avenue and Lodge Lane, Grays, 12 letters of objection were received to the proposal.

The proposal also included ‘No Waiting At Any Time’ parking restrictions on the junction of Whitehall Lane, Arthur Street, Gypsy Lane and Broadway, Grays. These are to be implemented as proposed as no objections were received.

### **1. RECOMMENDATIONS:**

- 1.1 **It is recommended that following consideration of the objections, the objections are partially upheld and the double yellow line parking restrictions are implemented but at a shorter length.**
- 1.2 **It is further recommended that the objectors are notified accordingly.**

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

- 2.1 Funding was allocated within the 2013/14 Integrated Transport Programme to implement community requests at various sites around the borough where problems have been identified or requests have been received from members of the community.
- 2.2 Requests were received for parking restrictions to be implemented on the junction of Premier Avenue and Lodge Lane, Grays as problems were occurring with vehicles parking on the junction. A Statutory consultation was carried out between 30<sup>th</sup> August 2013 and 20<sup>th</sup> September 2013, 12 objections were received in total to this proposal, 2 were residents of Premier Avenue and the rest were visitors of the Church.
- 2.3 The Public Notice included other proposed parking restrictions for other locations within the Borough (these were for the existing 'No Waiting Mon-Sat 8am-6pm' to be revoked and to be replaced with 'No Waiting At Any Time' on the junction of Whitehall Lane, Arthur Street, Gypsy Lane and Broadway). As there were no objections to these proposals, they will be taken forward for implementation as advertised.

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

- 3.1 The junction of Premier Avenue and Lodge Lane has a 90 degree bend and safety is a concern with visibility as with vehicles regularly park within the vicinity of the junction.
- 3.2 Concern was raised with the length of the restrictions proposed due to the impact this would have on the church. A site meeting with members of the Church, residents and Portfolio Holder was held and it was agreed that restrictions are required at this junction for safety reasons. In order to address the concerns with the Church, a revised length of restriction is recommended. The revised proposal is for the restrictions to be shortened by approximately 25m on both sides of the road from Premier Avenue and to be shortened by approximately 10m on the north side of the road from Lodge Lane.
- 3.3 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 TRO's, 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 TRO's 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.

- 3.4 Should parking restrictions be implemented as recommended, the cost will be approximately £750 and would be funded from the Community Request code E1750 9881 00000. There is sufficient funding available for these projects.
- 3.5 There are no diversity and equality implications noted in this report.

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

Ward Members were consulted on the content of this report between 17<sup>th</sup> April 2014 and 25<sup>th</sup> April 2014. Both Cllr Maney and Cllr Redsell support the recommendations. No other comments were received during this period.

#### **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

Financial implications are included in the body of the report.

##### **6.2 *Legal***

Implications verified by: Alison Stuart- Principal Solicitor  
Telephone and email: 01375 652 040

Legal implications are included in the body of the report.

##### **6.3 Diversity and Equality**

Implications verified by: Rebecca Price  
Telephone and email: 01375 652930 [reprice@thurrock.gov.uk](mailto:reprice@thurrock.gov.uk)

A process of community consultation and engagement has been undertaken in conjunction with the proposed restrictions leading to modifications to the length of restrictions on the junction of Premier Avenue and Lodge Lane, Grays. Any additional specific diversity and equality implications arising from

the implementation of these parking restrictions will be managed by the Planning and Transportation Directorate on an ongoing, case-by-case basis.

6.4 Other implications (where significant) – i.e. Section 17, Risk Assessment, Health Impact Assessment, Sustainability, IT, Environmental

None

## **7. CONCLUSION**

7.1 As safety is a concern at the junction, it was agreed with the objectors that the restrictions are required but the length of the restrictions should be shortened.

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

- Letters of objection

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

- None

### **Report Author Contact Details:**

**Name:** Susan Duffus

**Telephone:** 01375 413367

**E-mail:** [sduffus@thurrock.gov.uk](mailto:sduffus@thurrock.gov.uk)