

April 2014		ITEM
Delegated Decision Report		
ARDMORE ROAD, AYRON ROAD & ARCANY ROAD, SOUTH OCKENDON – OBJECTION TO IMPLEMENT PARKING RESTRICTIONS.		
Portfolio Holder: Councillor P G Smith – Public Protection		
Wards and communities affected: Ockendon Ward	Key Decision: No	
Accountable Head of Service: Ann Osola – Transportation & Highways		
Accountable Director: David Bull, Director of Planning and Transportation		
This report is Public		
Purpose of Report: To consider objections to a proposal to implement parking restrictions in Ardmore Road, Ayron Road & Arcany Road, South Ockendon.		

EXECUTIVE SUMMARY

In connection with the redevelopment of South Ockendon Industrial Estate, a phased programme to introduce a controlled parking zone is proposed. This recognises that the proposed average of 1.5 parking spaces per unit is likely to put pressure on on-street parking and the continued need to maintain access for the remaining commercial units. ‘No waiting at any time’, ‘No waiting 12pm-1pm’ and ‘No waiting 1pm-2pm’ parking restrictions were proposed in Ardmore Road, Ayron Road & Arcany Road, South Ockendon as part of the Planning conditions surrounding the residential development.

2 objections were received to the proposal to create the Traffic Regulation Order as residents feel the restrictions are unnecessary and that it will create parking problems for residents’ second vehicles and their visitors.

The proposed restrictions on these roads are considered necessary to maintain sight line visibility, safety and the free flow of traffic.

1. RECOMMENDATIONS:

- 1.1 It is recommended that following consideration of the objections, the objections are not upheld and the parking restrictions are implemented as proposed.**

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

2. INTRODUCTION AND BACKGROUND:

- 2.1 In connection with the redevelopment of South Ockendon Industrial Estate, a phased programme to introduce a controlled parking zone is proposed. This recognises that the proposed average of 1.5 parking spaces per unit is likely to put pressure on on-street parking and the continued need to maintain access for the remaining commercial units.
- 2.2 'No waiting at any time', 'No waiting 12pm-1pm' and 'No waiting 1pm-2pm' were proposed on Ardmore Road, Ayrton Road & Arcany Road, South Ockendon as part of the conditions set within the planning consent for the new development.
- 2.3 The statutory consultation for the restrictions was carried out between 22nd November 2013 and 13th December 2013. 2 objections were received to the proposal to introduce the restrictions along these roads. Both objections were from residents of Arcany Road, South Ockendon.
- 2.4 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 occur on these roads.

3. ISSUES AND/OR OPTIONS:

- 3.1 Ardmore Road, Ayrton Road and Arcany Road are all within close proximity to an Industrial Estate, the No Waiting at any time restriction is proposed to keep one side of the road clear from parking vehicles which will allow access for commercial vehicles.
- 3.2 The No Waiting 12pm-1pm and No Waiting 1pm – 2pm restriction is proposed to allow for parking for residents, as parking for residents is very limited. The next phase of residential development will be undertaken by Persimmon Homes to the north. Once this is implemented, there will be significantly greater pressure on available parking stock. At that time the TRO will be reviewed to take account of the new vehicle crossover locations to residential properties. Once the remaining commercial units to the east are redeveloped, a further review will need to be carried out, at that time the parking restriction may be relaxed due to the reduction in commercial traffic and other non-residential traffic.
- 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 the recommendations be upheld the cost to remove the restrictions would be approximately £2000 and would be funded from the Development Control code ER030 2600 There are sufficient funds within this code to meet this cost.

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 3rd October 2014 and 10th October 2014. Questions were asked regarding the consultation process, but these questions were answered suitably. 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
Telephone and email: 01375 652 040
alison.stuart@bdtlegal.org.uk

Legal implications are included in the body of the report.

6.3 **Diversity and Equality**

Implications verified by: Teresa Evans Equalities and Cohesion Officer
Telephone and email: tevans@thurrock.gov.uk

Diversity implications are included in the body of the 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 restrictions will limit their parking, but this will maximise access for commercial vehicles and also maximise the parking available to residents outside of the single yellow line parking restrictions.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letters of objection

APPENDICES TO THIS REPORT:

- None

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