

<b>NOVEMBER 2013</b>		<b>ITEM</b>
<b>Delegated Decision Report</b>		
<b>SOUTH OCKENDON - PERMIT PARKING AREA</b>		
<b>Portfolio Holder:</b> Councillor A Gaywood – Public Protection		
<b>Wards and communities affected:</b> South Ockendon	<b>Key Decision:</b> No	
<b>Accountable Head of Service:</b> Basil Jackson – Interim 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 introduce a Permit Parking Area on the Flowers Estate, South Ockendon.		

## **EXECUTIVE SUMMARY**

A statutory consultation was carried out on a proposal to implement a Permit Parking Area on the Flowers Estate, South Ockendon due to parking problems that are regularly being experienced by residents as a result of commuter parking.

### **1. RECOMMENDATIONS:**

- 1.1 It is recommended that following consideration of the results of the consultation referred in paragraph 3.1 that the Permit Parking Area (PPA) is implemented by the making of a Traffic Regulation Order only in the roads where the majority of residents support the scheme.**

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

- 2.1** Residents of the Flowers Estate in South Ockendon have experienced parking problems, particularly in the roads closest to the station, for a number of years due to commuter parking in the area. Funding has therefore been allocated within the Integrated Transport Programme to implement a parking restriction scheme on the Flowers Estate in South Ockendon.

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

- 3.1 Following the earlier decision to provide free residents' permits, all residents on the Estate were sent a questionnaire asking whether or not they would support a permit scheme being introduced in their road.
- 3.2 It was clear from the responses received that residents living closest to the train station were experiencing parking problems and would be in support of a scheme. Those living furthest from the station clearly did not support the introduction of a scheme.
- 3.3 It is not the intention to impose a scheme on residents that do not wish to be included in the scheme. It is therefore proposed that the scheme is introduced in those roads with the clear majority of residents being in favour of the scheme, namely West Road (southern side), Rosemary Close, Larkspur Close and Nicholas Close, and Tamarisk Road (in part).
- 3.4 The permit scheme would be operational between 10am and 3pm Monday to Friday, mainly to deter commuter parking and would be available for use by vehicles displaying a valid residents' or visitors' parking permit.

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

- 4.1 Ward Members have been consulted on the content of the report. One comment was received which expressed the need for regular enforcement for the scheme to be a success.

**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 agreed, the approximate cost of implementing the Permit Parking Area would be £5,000. There are sufficient funds in the Capital budget allocation E1843 9881 T3452.

**6.2 Legal**

Implications verified by: Daniel Ansong, Planning Lawyer  
 Telephone and email: 01375 652994; [Daniel.ansong@bdtlegal.org.uk](mailto:Daniel.ansong@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 the Permit Parking Area be carried forward to implementation, it 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.

### 6.3 **Diversity and Equality**

Implications verified by: Samson DeAlyn  
 Telephone and email: 01375652472  
 Sdealyn@thurrock.gov.uk

In accordance with the Regulations, parking bays are not permitted within a Permit Parking Area. This includes Blue Badge Holder parking bays. However, it is considered that sufficient parking spaces will be available for all residents once the commuter vehicles are no longer able to park in the residential cul-de-sacs.

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

None

## 7. **CONCLUSION**

7.1 Following consideration of the results of the consultation, it is considered that the Permit Parking Area (PPA) should be implemented only in the roads that showed a majority in favour, as referred in paragraph 3.3 of this report. Implementation would be achieved by the Council making a Traffic Regulation Order.

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

- Consultation results

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

- None

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