

April 2013		ITEM
Delegated Decision Report		
VARIOUS ROADS SOUTH OCKENDON & PURFLEET – OBJECTION TO PROPOSAL TO IMPLEMENT PARKING RESTRICTIONS ON PURFLEET ROAD		
Portfolio Holder: Councillor A Gaywood – Public Protection		
Wards and communities affected: Aveley and Uplands	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 parking restrictions around the junction with Purfleet Road and Blenheim Gardens, Aveley.		

EXECUTIVE SUMMARY

Following receipt of a request to implement parking restrictions around the Purfleet Road/Blenheim Gardens junction, the statutory consultation was undertaken. 4 objections were received to the proposal.

There has been 1 accident involving personal injury on Purfleet Road at the junction with Blenheim Gardens within the last 3 years.

The restrictions were proposed to improve visibility for drivers exiting Blenheim Gardens.

Following consultation and consideration of the problems being experienced, and taking into account the accident record over the last 3 years, it is considered that the restrictions should be implemented around the junction with Blenheim Gardens and that the restrictions should not be implemented at this time on the south side of Purfleet Road.

1. RECOMMENDATIONS:

- 1.1 It is recommended that following consideration of the objections, that the parking restrictions are implemented on the Purfleet Road/Blenheim**

Gardens junction but not on the south side of Purfleet Road as proposed.

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

2. INTRODUCTION AND BACKGROUND:

- 2.1 In 2012/13 funding was made available within the Integrated Transport Programme to provide parking restrictions at locations around the borough, as determined by the prioritisation of community requests.
- 2.2 One of the locations to successfully reach the Programme was Purfleet Road, junction with Blenheim Gardens as concerns were raised over restricted visibility for drivers exiting the junction due to parked vehicles.
- 2.3 The statutory consultation was carried out on a proposal to introduce double yellow lines (At any time) parking restrictions around both corners of Blenheim Gardens/Purfleet Road and for a length of approximately 30 metres on the south side of Purfleet Road opposite the junction.
- 2.4 The statutory consultation for the restrictions was carried out between 2nd November 2012 and 23rd November 2012. Objections were received from 4 residents living opposite the junction.

3. ISSUES AND/OR OPTIONS:

- 3.1 The nature of the objections is that the residents feel that the restrictions would impose unnecessary inconvenience to them and their visitors, and that they would de-value their properties. It is also felt that the parking would simply displace to the closest possible unrestricted area which would equally inconvenience residents. It is also felt that it is not necessary to implement restrictions on the south side of Purfleet Road.
- 3.2 One of the objectors expressed concern with the likely displaced parking and requested that the restrictions are extended further along Purfleet Road in order to prevent vehicles parking outside his property.
- 3.3 There has been 1 reported injury accident at the Purfleet Road/Blenheim Gardens junction in the last 3 years.

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

Ward Members were consulted on the content of this report between 26th April 2013 and 3rd May 2013. No 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

Should the parking restrictions be implemented as recommended the cost of implementing the restrictions would be approximately £200 and would be funded from the capital Community Request code E1750 9881 0000. 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: 01375 652472
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 Following consultation and consideration of the problems being experienced, and taking into account the accident record over the last 3 years, it is considered that the restrictions should be implemented around the junction with Blenheim Gardens and that the restrictions should not be implemented at this time on the south side of Purfleet Road.

BACKGROUND PAPERS USED IN PREPARING THIS REPORT:

- Letters of objection

APPENDICES TO THIS REPORT:

- None

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