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| September 2024 | | ITEM: |
| Delegated Decision Report | | |
| PURFLEET-ON-THAMES- LONDON ROAD CPZ P2- OBJECTION TO A PROPOSAL TO CHANGE CONTROLLED PARKING ZONE OPERATIONAL HOURS | | |
| Wards and communities affected: West Thurrock and South Stifford | Key Decision: No | |
| Report of: Steven Lines, Principal for Transport Development | | |
| Accountable Assistant Director: Julie Nelder, Assistant Director – Highways & Transportation | | |
| Accountable Director: Claire Demmel, Interim Executive Director of Place | | |
| This report is Public | | |

Executive Summary

Thurrock Council's Transport Delivery team received requests in the Autumn of 2023 from the residents of High Street Purfleet-on-Thames for changes to be implemented to the current operational hours of the Controlled Parking Zone (CPZ) P2. Requests were also received via two ward members.

The issue raised by the residents was that, following a recent extension to The Royal Hotel located opposite the High Street properties, overspill parking during the evenings and weekends was restricting on-street parking availability near their homes.

The current operational hours of the CPZ are Monday – Friday 10.00am to 3.00pm. The request from residents was for the hours of the CPZ to be extended to include evenings and weekends, to maximise the availability of parking bays within the zone for residents / permit holders.

Following this request, the Transport Delivery team conducted an engagement with all the residents within CPZ P2 to see if these changes would be supported.

One objection was received to the proposal. This report informs on the nature of the objection and seeks approval of the recommendations made in paragraphs 1.1 and 1.2.

Commissioner Commentary

N/A

1. Recommendations

1.1 It is recommended that, following consideration of the objection to the proposals, the objection is not upheld and the operational times of the CPZ are changed as proposed in paragraph 2.6 of this report.

1.2 It is further recommended that the objector is notified accordingly.

2. Introduction and Background

2.1 In autumn 2023, a request was received via Ward Members from residents living within the existing CPZ P2 in London Road, Purfleet-on-Thames for an extension to the operational hours of the zone.

The reason for the request was due to overspill parking from a local business (hotel and public house), resulting in customers' vehicles being parked on street in the resident parking bays, outside of the operational hours. The current operational hours of the CPZ are Mon-Fri 10.00- 3.00 pm. The residents' complaint was that parking associated with the business was having a negative impact on those residents and permit holders living in the vicinity, who are often unable to find a nearby parking space during the evenings and at weekends.

2.2 Between 25 January 2024 to 25 February 2024, all residents that live within the CPZ P2 were asked if they would support a change to the operational hours of the Zone. This would affect the existing provision of parking in this area which currently allows for approximately 50 cars in this stretch.

2.3 Within the engagement letter, residents were offered various times that they could choose to indicate which hours of operation they would prefer. Times suggested were:

- No change to the existing days/hours
- Mon-Fri 8.00 am - 06.30 pm
- Mon - Fri 8.00 am - Midnight
- Sat -Sunday 8.00 am - 06.30 pm
- Sat -Sunday 8.00 am - Midnight
- No weekend restrictions
- Any others – please state

2.4 The response rate was 19% (15 respondents from a total of 78 residents consulted). Of those that responded, the overall majority requested 8am to midnight 7 days a week.

2.5 The results were as follows:

- No Change – 5 votes
- Mon-Fri (only) 8.00 am to 06.30 pm – 1 vote
- 8.00 am – Midnight 7 days a week – 9 votes

2.6 After consideration of the responses received to the informal engagement, the Statutory Public Consultation was undertaken between 18th April 2024 to 16th May 2024, proposing that the current operational hours of “Mon-Fri 10am-3pm” are changed to “Mon-Sun 08.00am - Midnight”.

2.7 One objection was received to this proposal, from a resident living within the zone and this objection reflected their engagement vote.

3. Issues, Options and Analysis of Options

3.1 The main concerns raised in the objection, received on 20th April 2024, were regarding the potential negative impact that the new operational hours could have on family visits and tradesmen attending the properties within the CPZ. The resident also stated that the process of buying visitors permit on the Council’s website is not straightforward and it is time consuming. It was also mentioned that alternative parking spaces were available further away, on Botany Terrace, which the affected CPZ residents could use, should the bays outside their properties be unavailable. The resident considers that weekend restrictions should not be implemented at all.

3.2 In response to the statements made in the Objection:

- The proposed changes in CPZ P2 operational hours in Purfleet-on-Thames were raised in order to offer support to the affected residents and to ensure that the resident parking schedule is efficient.
- Should the proposed restrictions be approved for implementation, this will prevent other vehicles being parked in the resident permits area and ensure that the residents can park close to their properties.
- In terms of family or tradesmen visits, visitor permits can still be used to cover the new proposed CPZ operational hours. Currently there are short stay permits or all-day permits available, and multiple parking permits can be bought at any time. Carer parking permits are also offered.
- Guidance on how to buy permits is provided on Thurrock.gov.uk website: [Visitor parking permits | Parking permits | Thurrock Council](#).
- With regards to alternative parking spaces on Botany Terrace, this may become inconvenient for CPZ residents with mobility issues or when having to carry their shopping, luggage etc.
- There is currently a length of London Road marked as resident parking bays and this is where the objector suggests is an alternative parking for residents. However, as part of the Order, this length of bay is proposed for revocation and replaced with “No waiting at Any Time” (Section “a, paragraph (VI)” and section “f, paragraph (I)” in the order). This is because the bays were introduced to serve the residents of Railway Cottages but have become redundant following the demolition of those properties.

- 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.
- 3.4 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, display of notices in roads or other places affected by the order; or the delivery of notices or letters to premises, or premises occupied by persons, appearing to the authority to be likely affected by any provision in the order 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.
- 3.5 Should the CPZ changes be implemented as per recommendation 1.1 the cost will be approximately £2000 and would be funded from the Parking – Project Code 10234. There is sufficient funding available for these projects.
- 3.6 With regards to equality implications, the proposal to amend the operational times of the restrictions will improve accessibility for all, regardless of protected characteristics. The equality impacts on not upholding the restrictions have been considered and would impact negatively.

4. Reasons for Recommendation

- 4.1 Following the resident survey, it is clear that there is strong support from the residents for a change to the operational hours and days proposed.

5. Consultation

- 5.1 The scheme falls within the West Thurrock and South Stifford Ward and members from this ward have been consulted on the content of this report. Two Ward members responded in support of the recommendation and no comments were received from the third Ward Member.

6. Impact on corporate policies, priorities, performance and community impact

- 6.1 These actions accord with the Council priorities to create a safer environment.

7. Implications

7.1 Financial

Should the proposals be implemented as per recommendation 1.1, the cost will be approximately £2000 and would be funded from the Parking – Project Code 10234. This project is funded from the Department of Transport ‘Integrated Transport Block’ grant and has been allocated a budget of £115,000 for the 2024/25 financial year. There is sufficient funding available for these works.

Implications verified by: **Mark Terry**
Senior Financial Accountant

Email: FinancialImplication@thurrock.gov.uk

7.2 Legal

The key issues and relevant legal provisions are set out in the main body of this report. Otherwise, there do not appear to be any direct legal implications arising at present. Legal Services would be happy to advise as necessary in due course.

Implications verified by: **Caroline Robins**
Principal Solicitor

Email: LegalImplicationsRequests@thurrock.gov.uk

7.3 Diversity and Equality

The proposal to introduce restrictions will improve road safety, visibility and accessibility. The equality impacts on not upholding the restrictions have been considered and have the potential to impact negatively across all characteristics.

Implications verified by: **Rebecca Lee**
Community Development Manager

Email: Diversity@thurrock.gov.uk

7.4 Other implications (where significant) – i.e. Staff, Health, Sustainability, Inequalities, Crime and Disorder and Impact on Looked After Children

None

7.5 Risks

None

8. Background papers used in preparing the report (including their location on the Council's website or identification whether any are exempt or protected by copyright):

- E-mail of objection

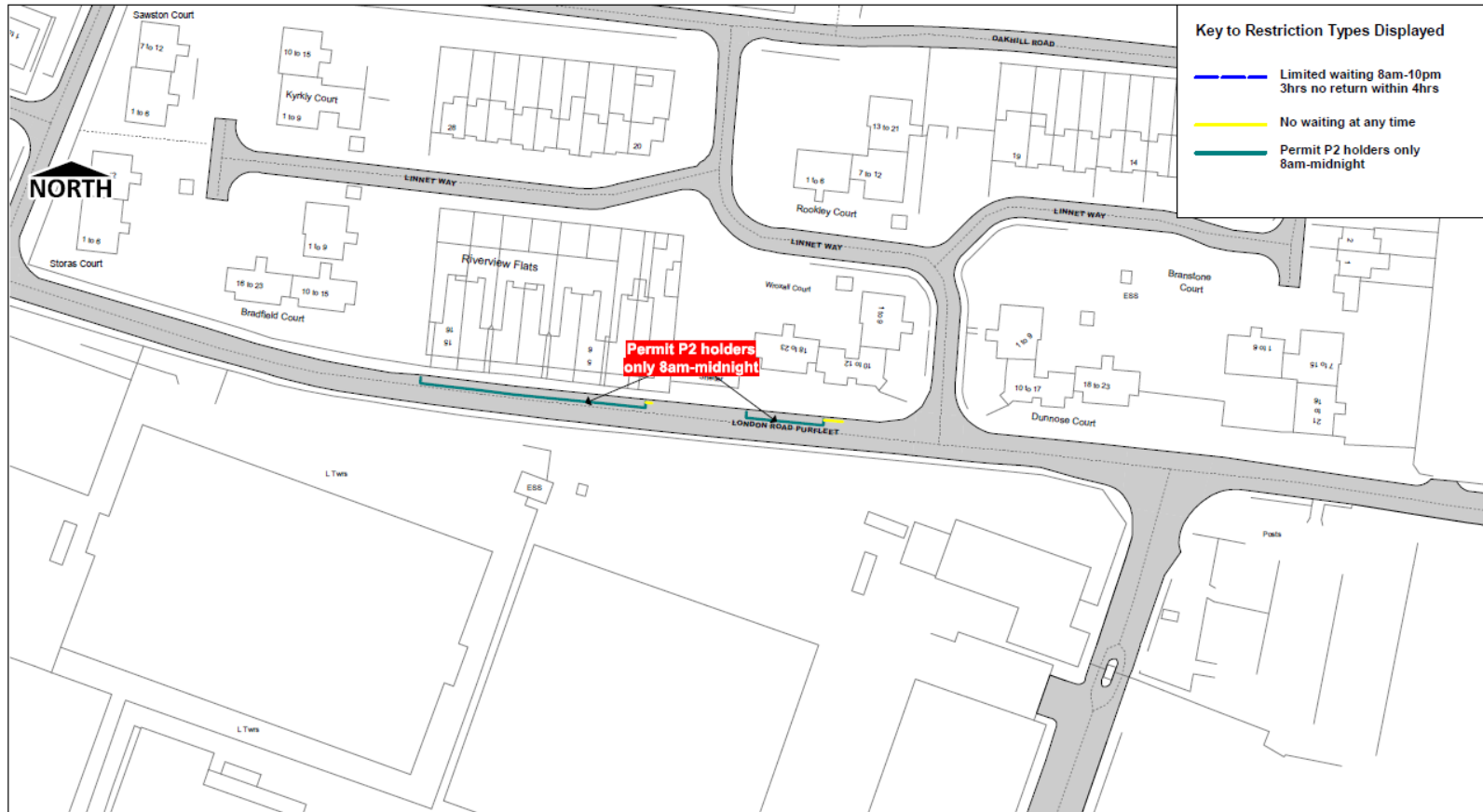
9. Appendices to the report


- Appendix A – Order Plans

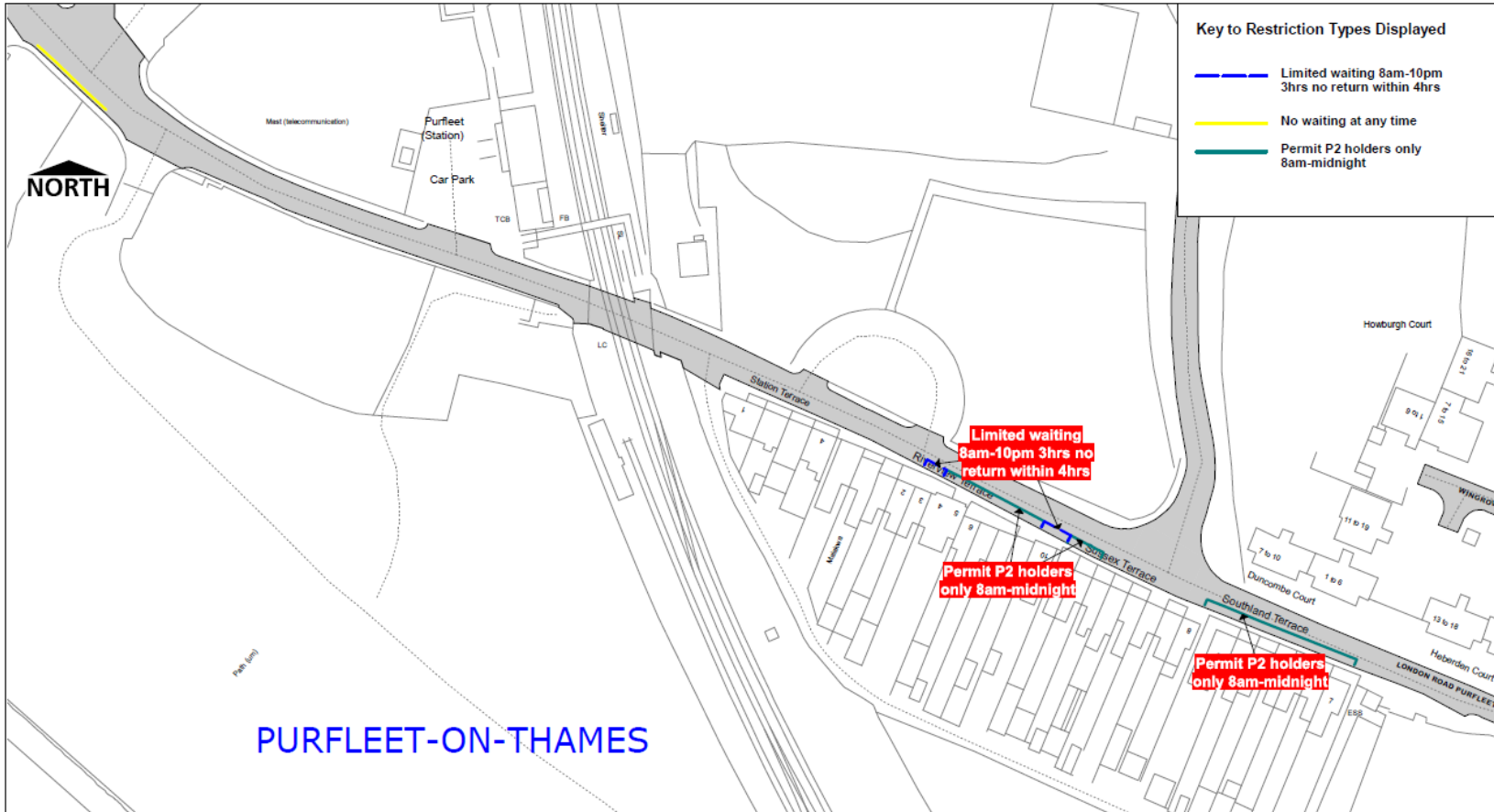
Report Author:

Steve Lines
Principal
Transport Delivery Team


Appendix A

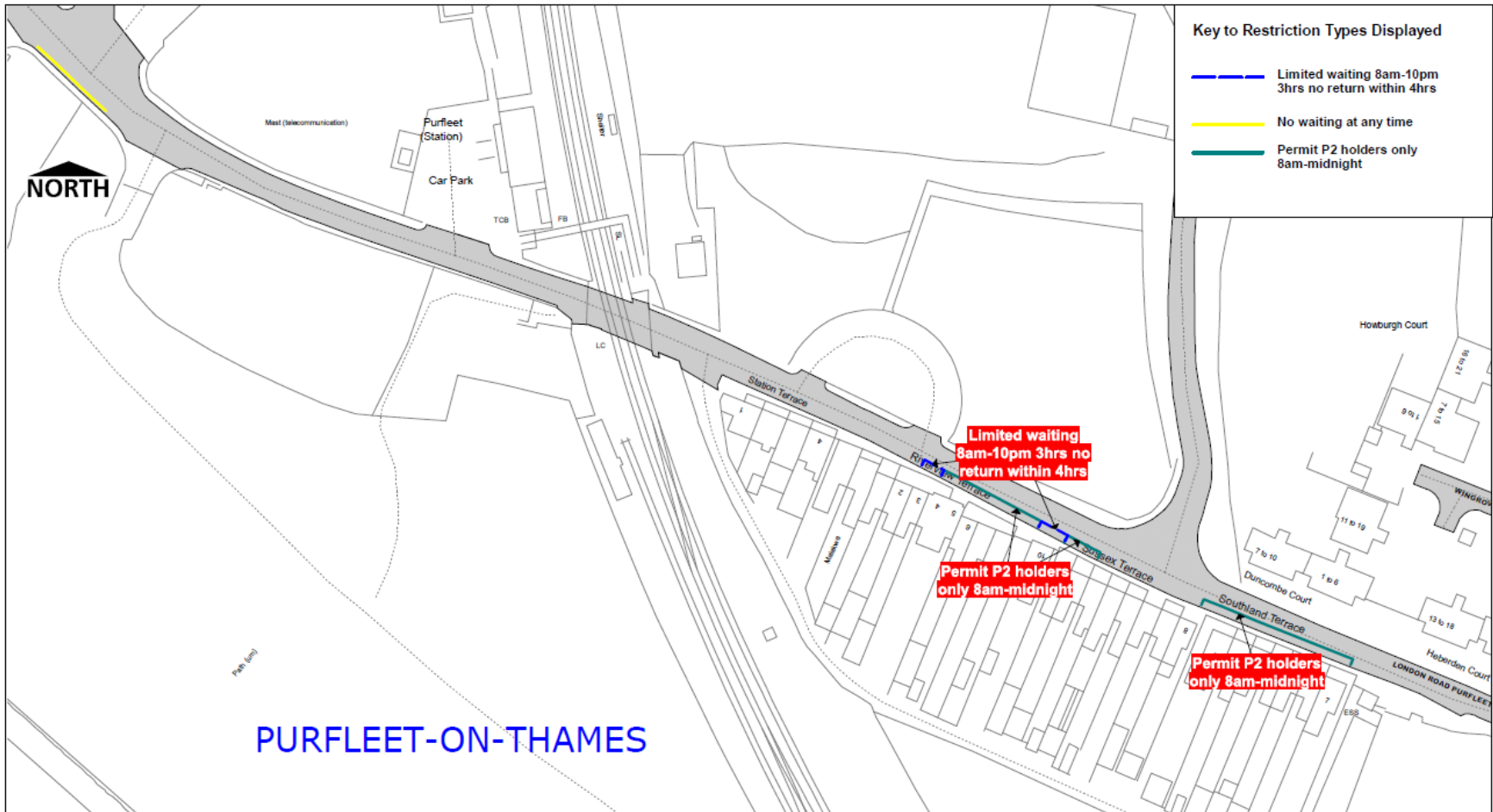


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