

# Southend-on-Sea Borough Council

Agenda  
Item No.

Report of Deputy Chief Executive (Place)  
to  
**Traffic & Parking Working Party and  
Cabinet Committee**  
on  
**21<sup>st</sup> June 2018**

Report prepared by: Peter Geraghty,  
Director for Planning and Transport

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## Requests for Traffic Restrictions

**Cabinet Member: Councillor Moring**  
**Part 1 Public Agenda Item**

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### 1. Purpose of Report

- 1.1 For the Traffic and Parking Working Party and the Cabinet Committee to authorise the advertisement of the amendments and/or new restrictions/traffic Regulation Orders in accordance with the statutory processes.

### 2. Recommendation

- 2.1. **That the Traffic and Parking Working Party and the Cabinet Committee:-**
- a) **Consider the requests to advertise the requisite Traffic Regulation Orders as shown in appendix 1;**
  - b) **If approved, further agree that in the event of there being no objections to the proposals, the proposal will be added to the existing work programme and the Traffic Regulation Order be confirmed;**
  - c) **Note that all unresolved objections will be referred to the Traffic and Parking Working Party for consideration.**

### 3. Background

- 3.1 Requests for new or amendments to existing waiting or traffic restrictions are regularly received from residents and the businesses as well as officer and Member suggestions.
- 3.2 All requests are assessed and investigated against the policy criterion agreed criteria by the Cabinet Committee in January 2016.

### 4. Other Options

- 4.1 Each request needs to be considered on its individual merits and their impact on public safety, traffic flows or parking and wider impact on the surrounding network. Members may consider taking no further action if they feel it is appropriate.

## **5. Reasons for Recommendations**

5.1 Where recommended the objective is to mitigate for likelihood of traffic flows being impeded, to improve safety or increase parking availability.

## **6. Corporate Implications**

### *6.1 Contribution to Council's Vision & Corporate Priorities*

6.1.1 Ensure the highway network is effectively managed contributing to a Safe and Prosperous Southend.

### *6.2 Financial Implications*

6.2.1 Where recommended, the source of funding will be from allocated budgets, where funding is provided from alternative budgets, this is highlighted as appropriate.

### *6.3 Legal Implications*

6.3.1 The formal statutory consultative process will be completed in accordance with the requirements of the legislation where applicable.

### *6.4 People Implications*

6.4.1 Staff time will be prioritised as needed to investigate, organise the advertisement procedures and monitor the progress of the proposals based on the committee priorities.

### *6.5 Property Implications*

6.5.1 None

### *6.6 Consultation*

6.6.1 Formal consultation will be undertaken including advertisement of the proposal in the local press and on the street as appropriate.

### *6.7 Equalities and Diversity Implications*

6.7.1 The objectives of improving safety takes account of all users of the public highway including those with disabilities.

### *6.8 Risk Assessment*

6.8.1 Neutral.

### *6.9 Value for Money*

6.9.1 All works resulting from the scheme design are to be undertaken by term contractors appointed through a competitive tendering process.

## 6.10 *Community Safety Implications*

6.10.1 All proposals are designed to maximise community safety through design, implementation and monitoring.

## 6.11 *Environmental Impact*

6.11.1 All proposals are designed and implemented to ensure relevant environmental benefits are attained through the use of appropriate materials and electrical equipment to save energy and contribute towards the Carbon Reduction targets where appropriate.

## 7. **Background papers**

None

## 8. **Appendices**

**Appendix 1** – List of requests and comments



## APPENDIX 1 – TRO CHANGES/WAITING RESTRICTIONS REQUESTS

Location	Request Details	Requested By	Relevant Criteria Points	Officer comments
Gunnery Road Shoebury	Amend waiting time to 1 hour no return in 4 hours	Members and Officers	NA	Changes to time permitted to park will assist the local businesses.  <b>Recommend to advertise proposals.</b>
Eastwoodbury Crescent Service Road	Propose Permit Parking Area	Members		<p>The area surrounding the airport has been consulted as to views on parking controls . The wider area were not supportive however, after further analysis, a smaller area immediately around the airport expressed support for parking restrictions to deter all day parking by airport users and authorization to advertise proposals to deter all day parking was given by this Committee in March 2018 pending further discussion with ward Members as to detail.</p> <p>Eastwoodbury Crescent Service Road comprising of approximately 30 properties is the closest area to the airport and the majority of residents have no off street parking provision and as such, a waiting restriction will be detrimental to these residents. The ward Members have requested that given the location of the service road being the closest to the airport and featuring a single entry and exit point, the service road would suit the implementation of a permit parking controls in isolation.</p> <p>While the policy states permit controls should only implemented on an area basis, The service road could be considered as exceptional due to the location and the ability to adequately sign a permit parking area in this one section of the street.</p> <p>The majority of the remaining section of Eastwoodbury Crescent features waiting restrictions preventing parking at any time and with the contemporaneous proposal to provide waiting restrictions to deter all day parking in neighbouring streets, displaced parking is highly unlikely to occur.</p> <p><b>Recommend that proposals be advertised.</b></p>

Location	Request Details	Requested By	Relevant Criteria Points	Officer comments
Chancellor Road	Propose removal of right turn prohibition into Church Road.	Officers	NA	<p>A right turn prohibition is in place to prohibit vehicles from turning right into Church Road from Chancellor Road. This was originally introduced to prevent delays to buses wishing to enter the Travel Centre due to queuing vehicles. Traffic patterns have changed and, it would be an advantage to allow this movement to alleviate queues, especially on busy days.</p> <p>The bus company will be consulted on the proposals.</p> <p><b>Recommend to advertise proposal</b></p>