

# Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and  
the Environment

to

**Traffic and Parking Working Party and  
Cabinet Committee**

on

**5<sup>th</sup> January 2012**

Agenda  
Item No.

Report prepared by: Cheryl Hindle-Terry, Team Leader  
(Traffic Management and Road Safety)

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## **Footway Parking Prohibitions**

**Portfolio Holder – Cllr Cox**

***A 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 consider the proposed criterion for prohibiting parking on the footway in suitable locations throughout the borough.

### **2. Recommendation**

- 2.1 That the Traffic and Parking Working Party and the Cabinet Committee endorse the proposed criterion for prohibiting footway parking in Appendix 1.
- 2.2 That the Cabinet Committee authorises officers to advertise all requests for parking prohibitions that meet the set criterion and further agree that in the event of there being no objections to the proposals, the Traffic Regulation Order be confirmed. Any locations subject to objections will be referred to this meeting for consideration.

### **3. Background**

- 3.1 Footway parking has been a concern and occurs in many areas causing obstruction for pedestrians, environmental deterioration and damage to the footways as a result of the weight of parked vehicles.
- 3.2 Enforcement of this type of parking is difficult as parking on the footway is only an offence in Greater London and there are no national regulations covering authorities outside London.
- 3.3 Enforcement is possible in areas subject to existing waiting restrictions (a double or single yellow line) as the restriction is effective from the centre of the carriageway to the highway boundary which would include any area of footway.
- 3.4 The process to prohibit footway parking in areas where no waiting restrictions are present requires the introduction of a Traffic Regulation Order and the placing

of signs. This will enable enforcement under the Road Traffic Regulation Act, which enables the authority to issue a Penalty Charge Notice.

3.5 Unlike the majority of authorised traffic signs, the signs to inform road users of a footway parking prohibition required site specific authorisation from the Department for Transport which further complicated the process. In February 2011, the Minister for Transport announced that the signs would be permitted for general use and encouraged local authorities to implement footway parking prohibitions to aid pedestrians.

3.7 Officers have been working on a policy with suggested criteria to identify those roads suitable for a footway parking prohibition. This is provided in Appendix 1 to this report.

3.8 Ward Councillors will be invited to suggest roads for inclusion in the programme, which will only be implemented where all the ward councillors agree.

#### **4. Proposals**

4.1 The proposed policy criteria are shown in Appendix 1.

#### **5. Other Options**

5.1 Take no further action at this stage.

#### **6. Reasons for Recommendations**

6.1 To improve highway safety and to reduce congestion, which were the concerns leading to the proposals.

#### **7. Corporate Implications**

7. *7.1 Contribution to Council's Vision & Corporate Priorities.*

7.1.1 Reducing obstructions to pedestrians and reducing damage to footways. This is consistent with the Council's Vision and Corporate Priorities.

7.2 *Financial Implications*

7.2.1 Costs for advertisement of any Traffic Regulation Orders and signing will be met from existing budgets.

7.3 *Legal Implications*

7.3.1 The formal statutory consultative process in accordance with the requirements of the legislation would be completed prior to any parking prohibitions being implemented. The proposals are being implemented in accordance with the provisions of the Local Authorities Traffic Orders (Procedure) Regulations

7.4 *People Implications*

7.4.1 Work required to progress the project will be met by existing staff resources.

7.5 *Property Implications*

7.5.1 None

7.6 *Consultation*

7.6.1 The statutory consultation process will be completed in accordance with all legislative requirements.

7.7 *Equalities and Diversity Implications*

7.7.1 None.

7.8 *Risk Assessment*

7.8.1 The proposals are designed to improve highway safety and so have a positive risk assessment.

7.9 *Value for Money*

7.9.1 The proposals offer value for money and will be carried out by contractors procured to provide such.

7.10 *Community Safety Implications*

7.10.1 Footway parking restrictions will help to improve pedestrian safety..

7.11 *Environmental Impact*

7.11.1 Well managed clear footways will contribute towards reducing environmental deterioration.

**8. Background Papers**

8.1 None

**9 Appendices**

Appendix 1 – details of proposed criteria for selection of appropriate locations.

## **APPENDIX 1**

### **Proposed Criteria for selection of Street for Footway Parking Prohibition**

The Council will introduce pavement parking restrictions where:

1. There is evidence of a problem demonstrated by at least 5 complaints during the last 12 months or clear damage to footways or verges caused by parked cars;
2. Legitimate on street parking will not result in the obstruction of traffic [i.e. where there is an ideal carriageway width of 7.3m (recommended DfT guidelines) and no less than 7m];
3. There are no existing waiting restrictions or such plans under consideration;
4. Existing waiting restrictions exist, but short term loading/unloading occurs with vehicles on the footways( e.g. London Road); and
5. The scheme has the support of all Ward Councillors.