

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and
the Environment

to

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

on

8th March 2012

Agenda
Item No.

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Requests for New or Amended Waiting Restrictions, Including Those Affecting Taxi Ranks

Portfolio Holder – Councillor Tony Cox

A Part 1 Public Agenda Item

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 new restrictions 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 to implement proposals as contained in the report;**
- b) **If approved, further agree that in the event of there being no objections to the proposals, the Traffic Regulation Order be confirmed;**
- c) **Note that any 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 restrictions are regularly received. The ones set out in Appendix 1 have been considered as part of the recent Hackney Carriage Review.
- 3.2 The proposals contained within this report have been discussed with the representatives of the Taxi Association. The proposed changes will require amendments to the existing waiting and loading restrictions and include provisions at the bus stops where appropriate. It needs to be noted that three existing sites of joint area occupation were agreed by the Department for Transport (DfT) to operate as bus stops during the day and as taxi ranks late at night, when bus use has reduced.

- 3.3 These arrangements have been in place for over two years and it is the views of your officers that these are working well. As such it was felt appropriate to extend this provision to all bus stops. However, DfT have declined our request for a blanket approval covering all bus stops to operate in this manner and have indicated that any future applications for such a consideration will need to be made on an individual case by case manner. It is considered that by restricting the use to buses only between 0600hrs and 2300hrs this will protect the needs of bus passengers and operators. Failure to protect their interests will inevitably lead to objections at all stages of the process making it a protracted and potentially costly process and putting at risk the necessary DfT approval.
- 3.4 The amendments set out in Appendix 1 have been considered as part of the recent Hackney Carriage Review and are proposed for implementation as part of this process.
- 3.5 For other changes to Traffic Regulation Orders, requests are assessed and investigated against the agreed criteria contained in Appendix 2 to this report and if the request affects more than 30 metres of existing waiting restrictions or more than 30 metres of new waiting restrictions are required, the requests are passed to this committee for consideration.
- 3.5 A list of the requests received to date along with an assessment against the criteria and officers findings is contained in Appendix 2 to this report.

4. Other Options

- 4.1 No action. Members may consider taking no further action at this time. However the requests are expected to make positive contribution to road safety, traffic flow and/or increase parking availability.

5. Reasons for Recommendations

- 5.1 To reduce likelihood of traffic flow being impeded, improve safety or increase parking availability.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

- 6.1.1 Ensure the traffic network is effectively and safely managed.

6.2 Financial Implications

- 6.2.1 All costs will be met through existing budgets.

6.3 Legal Implications

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

6.4 People Implications

- 6.4.1 Staff time as required to organise the advertisement procedures and monitor the progress of the proposals.

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.

6.7 *Equalities and Diversity Implications*

6.7.1 Neutral

6.8 *Risk Assessment*

6.8.1 Neutral

6.9 *Value for Money*

6.9.1 Neutral

6.10 *Community Safety Implications*

6.10.1 Neutral

6.11 *Environmental Impact*

6.11.1 Neutral

7. Background papers

Nil

8. Appendices

Appendix 1 – Hackney Carriage Amendments

Appendix 2 – List of requests and comments

APPENDIX 1 – HACKNEY CARRIAGE PROPOSED AMENDMENTS

RANK	CURRENT CONDITION	SUGGESTED IMPROVEMENT / AMENDMENT	IMPLICATION ON EXISTING TRO'S
Lifstan Way, Thorpe Bay	Marked and Signed with taxi and double yellow lines	Increase rank length by 10m to allow an additional 2 taxi cars by revoking section of double yellow lines as needed.	Reduced parking provision by 2 cars
Belton Way, Leigh-on-Sea	Marked and Signed with parking area with 40m taxi rank	Increase rank length by 10m to allow an additional 2 taxis	Revocation of 2 No limited waiting parking bays – reduction by 12m
Clifftown Road, Southend on Sea	Marked and Signed with 15m taxi rank and individual parking bays	Relocation of current 3 car 15m taxi rank to opposite Southend Central Station	Relocation of 3 No pay and display parking bays to current 15m taxi rank and installation of 15m rank to replace 3 no limited parking bays (straight swap over)
Ridgeway, Chalkwell	Marked and Signed with 20m taxi rank and limited waiting parking bays. Removal of current 4 car taxi rank located within bus stop outside station provided after special dispensation agreement with DfT	Increase taxi rank length by 20m to allow an additional 4 cars	Revocation of parking bays, reduction of 4 no limited waiting parking bays (24m). Removal of taxi rank located as part of the bus stop as requested by Taxi representatives.
Tylers Avenue, Southend-on-Sea	Correction of traffic order and markings.	Decrease rank to 4 spaces to enable loading for nearby premises during the daytime.	Amendment to existing clearway and double yellow lines
High Street (opposite Marks & Spencer)	Double yellow lines and loading restriction	Request for new (15m) 3 car taxi rank to be located on western side between Weston Road and Clarence Street. These are to be reviewed in six months.	Revocation of the existing double yellow lines and loading restriction and replacement with single yellow line and loading restriction and requisite signage. As a result remove the taxi rank in Weston Road and replace it with pay & display bays.

RANK	CURRENT CONDITION	SUGGESTED IMPROVEMENT / AMENDMENT	IMPLICATION ON EXISTING TRO'S
Campfield Road	NA	New (15m) 3 car taxi rank to be located on north side outside local health centre, removal of current 10m rank located in Avon Way	Removal of 2 car 10 meter taxi rank in Avon Way
Bus stops, borough-wide	Various – restricting the use of bus stops in various ways	Use by taxis permitted after 2300hrs and before 0600hrs the following morning on the core network and between 1900hrs and 0700hrs elsewhere	Amendments required and subject to agreement with DfT on an individual basis

APPENDIX 2 - LIST OF REQUESTS AND COMMENTS

AGREED CRITERIA FOR WAITING RESTRICTIONS

- (a) Such restrictions may only be considered along roads with road classification including and above local distributor routes, as defined in Appendix 2 of the report (as taken from the Local Transport Plan);
- (b) There is demonstrable evidence through accident analysis that there have been at least 3 personal injury accidents during the last three years resulting from adverse and/or indiscriminate parking in the vicinity.
- (c) Waiting and loading restrictions may not be introduced in isolated residential streets unless there are pedestrian and traffic safety issues demonstrated through the accident statistics (as in (b) above).
- (d) Where high traffic volume and flow is affected by parked vehicles.

Location	Request Details	Criteria Points	Officer comments
Airborne Close / A127	24 hour restriction at junction to prevent drivers visibility of cyclists on the cycle path being impeded	A - the A127 is a main route	Regular parking of high sided vehicles obscure of cycle path
Belle Vue Road	Revoke part day restriction and reduce junction protection	NA	Originally provided for deliveries to access service area. No longer required.
Britannia Gardens junction Britannia Road	24 hour restriction at junction	Does not meet criteria	Suggestion to remove restriction opp. junctions of Ailsa Road & Satanita Road to negate any loss of parking
Chalkwell Avenue	24 hour restrictions at 3 no traffic islands	D - traffic flow impeded by parking	Parked vehicles by islands can delay traffic
Cluny Square	24 hour restriction outside Connexions	Does not meet criteria	Adverse impact to local shops. We teach crossing between cars as part of safety programme
Herschell Road – approach to traffic lights	Small section of unrestricted parking impedes traffic flow at peak times	D - traffic flow impeded by parking	Busy route, causes driver frustration which may encourage aggressive driving when attempting to get to junction for green light
Hurst Way	Remove part day waiting restriction	NA - removal of restrictions	Restrictions originally provided to maintain clearance for bus route. Route now 2 x weekly

Location	Request Details	Criteria Points	Officer comments
Norwich Avenue and Royston Avenue	Provide part day restriction to prevent delay to local buses caused by parent parking for Temple Sutton	D - traffic flow impeded by parking	Any delays to buses disrupt timetable
School Way	Provide school drop off/pick up time restriction	Does not meet criteria	One side subject to restrictions enabling clear path for children
Southchurch Road near Hamstel Road	revoke peak hours loading restriction – creates confusion as affects parking bays.	NA	Parking bays in whole road operate to 6pm - small stretch of bays near to lights operate to 4.30pm only due to loading restriction. Confusing to drivers