

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and
the Environment

to

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

on

10th January 2013

Agenda
Item No.

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Requests for New or Amended Waiting Restrictions

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/or 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**
- 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 all 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 from residents and the businesses.
- 3.2 All requests are assessed and investigated against the agreed criteria contained in Appendix 1 to this report which was approved by the Working Party and the Cabinet Committee at their meeting in July 2011. All new requests are considered against this criterion and the officer recommendations are based on this for this committee's consideration.
- 3.3 Each request indicates the source of the complaint/query.

4. Other Options

- 4.1 Each request needs to be considered on individual merit and their impact on public safety, traffic flows or parking. 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 traffic network is effectively and safely managed.

6.2 Financial Implications

- 6.2.1 Where recommended, the source of funding and other financial implications are 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 Neutral

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

Nil

8. Appendices

Appendix 1 – List of requests and comments

APPENDIX 1 – WAITING RESTRICTIONS REQUESTS

AGREED CRITERIA FOR WAITING RESTRICTIONS(JULY 2011)

- (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
Shirley Road j/w Arterial Road	As part of cycle infrastructure and accessibility improvements, officers propose a 24 hour restriction (junction protection) to prevent drivers visibility of cyclists on the cycle path being impeded	This is part of the A127- a main route with high traffic volumes	Regular parking of high sided vehicles is said to obscure the cycle path. Hence recommended.
Cottesmore Gardens j/w Western Road	24 Hour restriction at junction requested by a Member of the public	Criteria not meet	Junction is currently unprotected, there is good visibility. However as with any other road parking at junction generally impedes both driver and pedestrian visibility requiring extra due care and attention. No action recommended
Cheddar Avenue opp j/w /Mendip Crescent	Remove 24 hour restriction opposite junction requested by a Member of the public	NA	This is an isolated location and the removal of existing restriction is not considered to compromise safety or traffic flow. Recommended
Bridgewater Drive	Waiting restriction operating between 8am and 8pm requested by the Bus Company.	This is a bus route	Bus company confirms that buses regularly have to mount verge to pass parked vehicles. Some damage is also evident. Recommended

Location	Request Details	Criteria Points	Officer comments
Strand Wharf	Prohibition of traffic except permit holders requested by Leigh Town Council who are also prepared to fund this	NA	Area is subject to lease Proceed in agreement with Leigh Town Council. Improvements to area to provide amenities require general traffic to be prohibited while still allowing access for local business.