

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise, Tourism and
the Environment

to

Traffic and Parking Working Party

on

17 December 2008

Report prepared by: Paul Edwards

Agenda
Item No.

Petition Received

Western Approaches - Waiting Restrictions Required.

A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To advise the Working Party of a petition received since the meeting of 6 November 2008.

2. Recommendation

- 2.1 That the substance of the petition is noted.
- 2.2 That the Committee note that, for the reasons stated in this report, it was not possible to comply with the petitioners' request to retain the existing temporary waiting restrictions following completion of the adjacent highway works.
- 2.3 That the Committee note that the petitioners' request for waiting restrictions to be provided on Western Approaches at the vehicular access to Bishop House, will be considered as part of the proposals being developed to reinstate highway safety and unobstructed vehicular traffic flow in the areas surrounding the Royal Bank of Scotland's offices.

3 Background

- 1.1 The residents of Bishop House, Western Approaches have, in the past, reported that cars parked close to the vehicular access to their off-street car park blocked their view of approaching vehicles when they drive out of their car park.
- 1.2 The Royal Bank of Scotland (RBS), to encourage car-sharing by its employees, does not allow vehicular access to their staff car park unless the vehicle is carrying at least 2 persons.

- 1.3 The petitioners claim that some RBS employees park their cars in Western Approaches and continue their journey to the RBS car park as a passenger in a colleague's car thus enabling that car to qualify for entry to the RBS staff car park. This matter will be investigated as part of the parking review which is currently taking place in the area around the RBS building. The review will identify any adverse effects on local residents resulting from RBS employee parking.
- 1.4 To accommodate bridge works on Western Approaches temporary waiting restrictions in the form of double yellow lines were implemented under powers vested in the Council under Section 14 of the Road Traffic Regulation Act 1984.
- 1.5 The petition the subject of this report was received by the Council on or around the 10th October 2008. It reads: Petition for yellow lines at Western Approaches to Remain. The letter attached suggests that it would represent a cost saving and expedient to allow the yellow lines to remain following the completion of the works. The petition contains signatures under 3 titles, 6 Residents, 10 visitors and 7 Carers. Only signatures are provided which are difficult to read, no addresses are provided or printed names.
- 1.6 The Section 14 procedure enables the implementation of waiting restrictions for certain purposes without public consultation. But, under the Act, the yellow lines can not be enforced after the completion of the works. Also the Council as Highway Authority have an obligation to remove waiting restrictions that are not supported by an appropriate Traffic Regulation Order.
- 1.7 It should also be noted that even if the lines were to remain the layout would require some alteration both by removal of parts of the existing lines and the addition of new transverse or "stop-end" lines. As a result the cost saving would be negligible.
- 1.8 Also should an objection be received in respect of the remaining yellow lines then the Council would be obliged to remove them immediately at additional cost.
- 1.9 In consideration of the above and following consultation with a representative of the petitioners, officers concluded that the yellow lines should be removed.
- 1.10 Officers have agreed to meet a representative of the petitioners at Western Approaches to consider the problem and decide what permanent measures might be implemented.
- 1.11 The consideration of appropriate measures must include an appraisal of the likely affects on other local residents and road users but if it is decided that the implementation of waiting restrictions is appropriate then the proposal will be added to the existing proposal to make a Traffic Regulation Order (TRO) to provide waiting and loading restrictions in areas around the RBS building. Subject to Member approval we anticipate that the TRO will be advertised in 2009.

4 Corporate Implications

4.1 Contribution to Council's Vision & Critical Priorities

The management of on-street parking to properly balance the various needs of all road users contributes to the Council's vision and Critical Priorities.

4.2 Financial Implications

The cost of investigation, design and implementation of any proposals resulting from this matter will be borne by RBS under the terms of an existing agreement between the council and RBS under Section 106 of the Town and Country Planning Act.

4.3 Legal Implications

The Council may implement Waiting Restrictions under the Road Traffic Regulation Act 1984.

4.4 People Implications

None

4.5 Property Implications

None

4.6 Consultation

4.6.1 The making of the Traffic Regulation Order in advance of the implementation of the waiting restrictions will require Statutory Consultation.

4.6.2 In addition, in line with the Council's policy, letters and a plan will be sent to residents and businesses in the immediate vicinity of the proposed restrictions. The letters will draw attention to the formal notices in the local paper and on the public highway, which will give them the opportunity to make formal objections should they wish, and also offer the opportunity to make informal comments on the proposals.

4.6.3 Any written formal objections to the proposals will be reported to Cabinet Committee.

4.7 Equalities and Diversity Implications

4.7.1 Waiting restrictions will be provided where possible without loading restrictions. Blue badge holders can park for limited periods on yellow lines that do not have associated loading restrictions.

4.7.2 Bishop House is "sheltered" accommodation and improved vehicular access to the public highway will increase the likelihood that elderly drivers will maintain their self sufficiency and independence.

4.8 Risk to the Council

Some members of the public will perceive parking restrictions as an unnecessary imposition by the Council.

4.9 Value for Money

The waiting restrictions will contribute to the well-being of a significant number of elderly residents whilst offering safer and more convenient access by their visitors and health care professionals at relatively small financial cost.

4.10 Community Safety Implications

Highway safety will be improved both in respect of residents using the vehicular access to the car park and drivers using Western Approaches.

6.9 Environmental Impact

The yellow lines associated with waiting restrictions add to “street-clutter” but following legislation in 2002 double yellow lines, as would be proposed here, would not need signs or posts.

7. Background Papers

7.1 None

8 Appendices

8.1 none