

Southend-on-Sea Borough Council

Report of Corporate Director of Enterprise,
Tourism and the Environment

to

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

on

17th December 2008

Report prepared by: Tim Totten

**Kursaal/ St.Lukes/Southchurch Area
Traffic, Parking & Environmental Improvement Proposals**

A Part 1 Public Agenda item

1. Purpose of Report

For Traffic and Parking Working Party and Cabinet Committee to consider objections to advertised traffic orders and notices on Kursaal/ St.Lukes/ Southchurch Area, Traffic, Parking & Environmental Improvement Proposals and make an appropriate decision

2. Recommendations

1. That the Traffic and Parking Working Party consider the objections and recommend making the order as advertised, consider the objections and recommend making the orders with amendments so as to lessen the effect of the order or take no further action.
2. That Cabinet Committee consider the views of the Traffic and Parking Working Party and authorise the Chief Executive to make the orders, make the amended orders or take no further action.

3. Background

The Improvement Scheme was reported to the Traffic & Parking Working Party and Cabinet Committee on the 6th November 2008 where the following was resolved :-

1. That the amended scheme be approved.
2. That Statutory consultation is carried out on Traffic regulation orders and notices required to implement the scheme.
3. Should there be no objections to the required Traffic Regulation Orders and notices, to implement the scheme.

4. Financial Implications

This is a Council Capital project to be implemented during the financial year 2008-2009 and 2009/10. The funding allocated for this scheme is £270,000 and the works are proposed to fall within this budget.

5. Consultation

Statutory Consultation and an informal consultation was carried out between 24th November and 15th December 2008. This comprised the following:

- Consultation letters, incorporating copies of Road Hump Notices, and Waiting restriction notices were delivered to all residents affected by the proposals.
- Street Notices, detailing the proposals were erected on lamp columns at the location of restrictions and road humps and were maintained for the duration of the consultation period. Copies of the notices are included in **Appendix 1**.
- Advertisement in the Southend Echo on 24th November 2008
- Plans were placed on deposit in the contact centre at the civic centre for the public to inspect as required.

Summary of Letters Received

No.	No. of times raised	Comments	Response
1	1	Object to 10 metres of double yellow lines at junction of Stromness Road and Stornoway Road, 4metres would be sufficient. Many houses have been converted to flats and some properties have up to 4 cars.	The highway code states that vehicles should not park within 10 metres of a junction. In addition 4 metres of double yellow lines would not allow sufficient length for vehicles travelling towards the junction on the minor road to manoeuvre onto the correct side of the road before reaching the junction. There would be a significant risk of a head on collision between the vehicle approaching the junction on the minor road and a vehicle turning into the side road from the major road.
2	1	My wife has 2 slipped discs in her back; road humps all the way down Stornoway Road will be very painful for her. We would suggest that 5m of double yellow lines would be sufficient at the junctions, one way traffic from Hamstel Road down to Oban Road and possibly 1 speed hump halfway along Stornoway Road would be acceptable.	The raised tables will be constructed with shallow ramps to gradient of 1:10 and will have a raised platform area that is approximately 14 metres long). The table is a raised area of carriageway and vehicles would not straddle it as would be the case with traditional road humps Users should not experience any discomfort as a result. One way traffic does not meet any of the objectives of the scheme and would increase the speed of vehicles in Stornoway Road. 5 metres of double yellow lines will not be sufficient to protect the junctions from parked cars, see also response to comment number 1

3	1	<p>The difference in housing density and parking capacity must have impacted on the results of the council's parking survey. The parking survey carried out is not sufficient as proof to justify that the parking will not be adversely affected by the scheme. The resident has also carried out an independent parking survey to demonstrate that there would be a parking deficit as a result of the scheme.</p>	<p>With regard to the council survey each street was considered on a street by street basis and therefore the results were not diluted as a result of the mixture of housing density. The parking survey carried out by the objector shows that there would be a deficit of parking in Moseley street most evenings, this has not been disputed by the council and the council survey indicates a deficit of -2 spaces in Moseley street. The objector's survey indicates a deficit of -7 spaces on Moseley on one evening, however the objector's survey indicates an overall surplus in the streets surveyed which are all in walking distance of the streets which may be in deficit. The survey was carried out on 7 nights between 11th November and 17th November however the same streets were not surveyed on each evening so it is hard to get an accurate picture of the overall surplus/deficit in the area. However on the evenings where more than one street was surveyed there was an overall surplus across the streets as follows, +4, +9, +12, and +19. The objector's survey also states that the number of vehicles parked within 10m of a junction was in fact higher in some cases than the survey carried out by the council. This therefore further reinforces the need for double yellow line restrictions within 10m of all the proposed junctions.</p> <p>Note: The accuracy of the objector's survey cannot be verified</p>
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Any objections received in the period between the drafting of this report and the close of consultation on the 15th December 2008 these will be reported at the Traffic & Parking Working Party and Cabinet Committee on 17th December 2008.

At the date of drafting this report no objections have been received by the statutory consultees listed below:

Divisional Commander
Essex Police

Town Clerk
Leigh Town Council

Divisional Commander
Essex County Fire & Rescue

Divisional Commander
East of England Ambulance NHS Trust

Chief Superintendent

Essex Police - South East Division

The Secretary
Freight Transport Association Ltd

Road Haulage Association Ltd
Eastern Area

Mr K Hawkins
Arriva Southern Counties (AS)

Managing Director
Stephenson's of Essex

Managing Director
First Essex Buses Ltd

Emergency Planning Officer
Southend-on-Sea Borough Council

Ms Paula Dawson
Highways Information Team Manager

Station Commander
Essex County Fire & Rescue Service

Chief Fire Officer
Essex County Fire & Rescue Service

Station Commander
Essex County Fire & Rescue Service
Shoebury Fire Station

Regal Busways Ltd.

Should any objections be received in the period between drafting this report and the close of consultation on the 15th December 2008 these will be reported at the Traffic & Parking Working Party and Cabinet Committee on the 17th December.

7. Risk Assessment

The principal risks to the council from the outcome of this report are a negative impact On customer satisfaction from either failure to implement the project in the face of apparent public support or from specific local opposition to aspects of the proposals. These risks have been mitigated by being able to respond to customer concerns in the first instance and subsequently consulting on the proposals. Following a comprehensive consultation local residents have an expectation that a scheme will be implemented this financial year.

8. Background Papers

All background information is held within file no. TH/P/14003

9. Appendices

Appendix 1 : Consultation letter and notices

Appendix 2: Plans of Proposals

Appendix 1

Southend-on-Sea Borough Council

Enterprise Tourism and the Environment

Andy Lewis – Corporate Director

Your ref:

Direct Dial: 01702 215712

Our ref: TH/P/14003/TTS/RACB

Fax No: 01702 339607

Contact name: Tim Totten

E-mail: doete@southend.gov.uk

Date: 19th November 2008



The Occupier

Dear Sir/Madam

Re: Kursaal-St.Lukes-Southchurch Area Traffic, Parking & Environmental Improvement Proposals

You may recall that the Borough Council consulted local residents and businesses on proposals to introduce speed tables, waiting restrictions and improved street lighting in your area in September this year. The principle of the scheme was generally well supported. The proposed scheme has now been modified to take account of the main issues raised during the consultation exercise and includes the following main features:

Speed tables on Stornoway Road
At any time waiting restrictions
Improved Street lighting

The Council is currently undertaking statutory consultation on the traffic orders necessary to implement the scheme. Copies of the statutory notices relating to the proposals are attached. The Council would welcome your support for the scheme which it believes will improve the safety and environment of Kursaal-St.Lukes-Southchurch Area. However, should you wish to object to any of the proposals you have the right to do so in accordance with the procedures set out in the attached notices.

Yours faithfully

Richard Backhouse
Team Leader – Transport Programmes

THE BOROUGH OF SOUTHEND-ON-SEA
((Various Roads)(Consolidation of Waiting Restrictions) Order 2006)
(AMENDMENT NO.9) ORDER 2008



Road Traffic Regulation Act 1984

The Southend-on-Sea Borough Council proposes to make an Order under Sections 1, 2, 4, 32, 35 and 84 (and part IV of Schedule 9) of the Road Traffic Regulation Act 1984 ("the Act"), and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, the effect of which will amend the above-mentioned Order as amended by the adding the items listed in the Schedule below thereby introducing lengths of waiting restrictions in various roads at the locations described.

A copy of the proposed Order, a map showing the roads to which the Order relates and a statement of the Council's reasons for proposing to make the Order may be inspected at the Contact Centre on the ground floor of the Civic Centre (address below) during normal office hours.

Objections to the proposals, together with the grounds on which they are made, must be sent in writing to the Corporate Director of Enterprise Tourism and the Environment at the address below by no later than 15th December 2008.

All written representations received concerning traffic regulation Orders are public documents that may be inspected by any person on demand.

R TINLIN

Chief Executive & Town Clerk

Civic Centre, Victoria Avenue,
Southend-on-Sea, Essex. SS2 6ER

Dated: 24th November 2008

SCHEDULE 1 – Additions

- (i) **The Borough of Southend-on-Sea (Various Roads) (Consolidation of Waiting Restrictions) Order 2006 – (as amended) Schedule 1 No Waiting at Anytime**

<u>Road</u>	<u>Description</u>	<u>Side of Road</u>	<u>Hours of Prohibition</u>
Oban Road	From a point 10m south of the southern kerb line of Stornoway Road to a point 10m north of the northern kerb line of Stornoway Road.	East	24 hours daily
Stromness Road	From the south kerb line of Stornoway Road southwards for a distance of 10m	West	24 hours daily
Stromness Road	From the south kerb line of Stornoway Road southwards for a distance of 10m	East	24 hours daily
Bellevue Road	From the south kerb line of Stornoway Road southwards for a distance of 10m	East	24 hours daily
Bellevue Road	From the south kerb line of Stornoway Road southwards for a distance of 10m	West	24 hours daily
Ilfracombe Road	From the south kerb line of Stornoway Road southwards for a distance of 16m	West	24 hours daily
Ilfracombe Road	From the south kerb line of Stornoway Road southwards for a distance of 16m	East	24 hours daily
Lovelace Gardens	From the south kerb line of Stornoway Road southwards for a distance of 15m	West	24 hours daily
Lovelace Gardens	From the south kerb line of Stornoway Road southwards for a distance of 15m	East	24 hours daily
Surbiton Road	From the south kerb line of Stornoway Road southwards for a distance of 14m	West	24 hours daily
Surbiton Road	From the south kerb line of Stornoway Road southwards for a distance of 14m	East	24 hours daily
Surbiton Road	From the north kerb line of Glenmore Street northwards for a distance of 14m	East	24 hours daily
Surbiton Road	From the south kerb line of Glenmore Street southwards for a distance of 10m	East	24 hours daily
Richmond Street	From the south kerb line of Stornoway Road southwards for a distance of 10m	West	24 hours daily
Richmond Street	From the south kerb line of Stornoway Road southwards for a distance of 10m	East	24 hours daily
Richmond Street	From the north kerb line of Glenmore Street northwards for a distance of 10m	West	24 hours daily
Richmond Street	From the north kerb line of Glenmore Street northwards for a distance of 10m	East	24 hours daily
Moseley Street	From the south kerb line of Stornoway Road southwards for a distance of 7m	West	24 hours daily
Moseley Street	From the south kerb line of Stornoway Road southwards for a distance of 10m	East	24 hours daily
Moseley Street	From the north kerb line of Glenmore Street northwards for a distance of 10m	West	24 hours daily

Moseley Street	From the north kerb line of Glenmore Street northwards for a distance of 10m	East	24 hours daily
Beaufort Street	From the south kerb line of Stornoway Road southwards for a distance of 10m	West	24 hours daily
Beaufort Street	From the south kerb line of Stornoway Road southwards for a distance of 10m	East	24 hours daily
Beaufort Street	From the north kerb line of Glenmore Street northwards for a distance of 10m	West	24 hours daily
Beaufort Street	From the north kerb line of Glenmore Street northwards for a distance of 10m	East	24 hours daily
Stornoway Road	From the east kerb line of Oban Road, eastwards for a distance of 10m	North	24 hours daily
Stornoway Road	From the east kerb line of Oban Road eastwards for a distance of 10m	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Stromness Road to a point 10m east of the eastern kerb line of Stromness Road.	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Bellevue Road to a point 10m east of the eastern kerb line of Bellevue Road	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Ilfracombe Road to a point 10m east of the eastern kerb line of Ilfracombe Road.	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Lovelace Gardens to a point 10m east of the eastern kerb line of Lovelace Gardens.	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Surbiton Road to a point 10m east of the eastern kerb line of Surbiton Road.	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Richmond Street to a point 10m east of the eastern kerb line of Richmond Street.	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Moseley Street to a point 10m east of the eastern kerb line of Moseley Street.	South	24 hours daily
Stornoway Road	From a point 10m west of the western kerb line of Beaufort Street to a point 10m east of the eastern kerb line of Beaufort Street.	South	24 hours daily
Glenmore Street	From the east kerb line of Surbiton Road eastwards for a distance of 10m	North	24 hours daily
Glenmore Street	From the East kerb line of Surbiton Road eastwards for a distance of 10m	South	24 hours daily
Glenmore Street	From a point 10m west of western kerb line of Richmond Street to a point 10m east of the eastern kerb line of Richmond	North	24 hours daily

	Street.		
Glenmore Street	From a point 10m west of the western kerb line of Moseley Street to a point 10m east of the eastern kerb line of Moseley Street.	North	24 hours daily
Glenmore Street	From a point 10m west of the western kerb line of Beaufort Street to a point 10m east of the eastern kerb line of Beaufort Street.	North	24 hours daily

SOUTHEND-ON-SEA BOROUGH COUNCIL



HIGHWAYS ACT 1980 **Sections 90A-F – Construction of Road Humps**

NOTICE IS HEREBY GIVEN that the Southend-on-Sea Borough Council in exercise of its powers under Section 90 A-F of the Highways Act 1980, proposes to construct road hump, which will take the form of a flat top speed tables at the locations and in accordance with the dimensions set out in the Schedules below.

A plan showing the exact situation of the humps may be inspected at the Contact Centre on the Ground Floor of the Civic Centre, Victoria Avenue, Southend-on-Sea, between normal office hours. Any objections to the proposals must be sent in writing to the Corporate Director of Enterprise, Tourism and the Environment at the address below by no later than 15th December 2008.

Written comments on these proposals will be public documents that may be inspected by any person on demand.

R TINLIN
Chief Executive & Town Clerk

Civic Centre,
Southend-on-Sea,
2008

Dated: 24th November

SCHEDULE 1 – Flat Top Speed Tables

- (i) Flat top speed table across the full width of the carriageway in the following street with asphalt entry and exit ramps with a gradient of 1 in 10, the lengths of which will be 0.75 metres

Location	Length (at centre line) (m)	Width (at centre line) (m)	Height (mm)
Junction of Oban Road & Stornoway Road – a raised flat top hump that covers the area of the junction and extends 6.0m into Stornoway Road, to a point 1.7m north of the extended shared boundary of nos. 79 & 81 Oban Road and to a point 3.0m north of the extended shared boundary of nos. 73 & 75 Oban Road.	-	-	75
Junction of Stornoway Road & Stromness Road – a raised flat top hump that covers the area of the junction and extends 6.3m into Stromness Road, to a point 1.7m west of the extended shared boundary of nos. 19 & 21 Stornoway Road and to a point 1.0m east of the extended shared boundary of nos. 23 & 25 Stornoway Road.	-	-	75
Junction of Stornoway Road & Bellevue Road – a raised flat top hump that covers the area of the junction and extends 6.1m into Bellevue Road, to a point 0.7m east of the extended shared boundary of nos. 45 & 47 Stornoway Road and to a point 5.3m east of the extended shared boundary of nos. 49 & 51 Stornoway Road.	-	-	75
Junction of Stornoway Road & Ilfracombe Road – a raised flat top hump that covers the area of the junction and extends 16.7m into Ilfracombe Road, to a point 0.3m west of the extended shared boundary of nos. 83 & 85 Stornoway Road and to a point 4.7m east of the extended shared boundary of nos. 87 & 89 Stornoway Road.	-	-	75
Junction of Stornoway Road & Lovelace Gardens – a raised flat top hump that covers the area of the junction and extends 15.0m into Lovelace Gardens, to a point 0.8m east of the extended shared boundary of nos. 121 & 123 Stornoway Road and to a point 4.6m west of the extended shared boundary of nos. 127 & 129 Stornoway Road.	-	-	75
Junction of Stornoway Road & Surbiton Road – a raised flat top hump that covers the area of the junction and extends 14.4m into Surbiton Road, to a point 1.2m east of the eastern flank wall of nos. 167/169 Stornoway Road and to a point 3.4m west of the extended shared boundary of nos. 173 & 175 Stornoway Road.	-	-	75
Junction of Stornoway Road & Richmond Street – a raised flat top hump that covers the area of the junction and extends 6.0m into Richmond Street, to a point opposite the extended shared			

boundary of nos. 187 & 189 Stornoway Road and to a point 2.0m west of the extended shared boundary of nos. 191 & 193 Stornoway Road.	-	-	75
Junction of Stornoway Road & Moseley Street – a raised flat top hump that covers the area of the junction and extends 7.2m into Moseley Street, to a point 1.5m east of the extended shared boundary of nos. 205 & 207 Stornoway Road and to a point 2.2m west of the extended shared boundary of nos. 211 & 213 Stornoway Road.	-	-	75
Junction of Stornoway Road & Beaufort Street – a raised flat top hump that covers the area of the junction and extends 7.1m into Beaufort Street, to a point 1.3m west of the extended shared boundary of nos. 229 & 231 Stornoway Road and to a point 2.3m east of the extended shared boundary of nos. 233 & 235 Stornoway Road.	-	-	75

Appendix 2



